

Local Railway Items from Area Papers - 1887

04/01/1887 *Ottawa Free Press* *Winchester* *Smiths Falls*

The C.P.R. round house at Smiths Falls will contain forty pits and is 325 feet in diameter. Thirteen sections are completed and the others will be by May. The repair shops are 300x60. The engine room and finishing and blacksmiths shop are built in two wings in the shape of an L. Six inch pipes are laid to the place from Fosters. The station house will be as large as that at Perth and have a dining room attached. The yard will occupy 47 acres.

06/01/1887 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The firemen took possession of No. 1 station at the Chaudiere yesterday.

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

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

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

07/01/1887 *Ottawa Journal* *Sussex Street*

Yesterday Mayor McDougall wired the Canadian Pacific Railway authorities in Montreal, to know when the company proposed to build the new bridge over the Rideau river. As the Vice President of the company was absent no reply could be given. It is necessary that before spring the embankments at the bridge should be leveled so as to prevent any destruction by the spring freshets and ice heaves.

08/01/1887 *Ottawa Citizen* *Sussex Street*

His Worship Mayor McDougal has communicated with the CPR authorities at Montreal to know when the company intend building the new bridge over the Rideau River. It is necessary before spring that the embankments of the bridge should be levelled in order to prevent the influx of the usual spring freshets.

08/01/1887 *Ottawa Journal* *Carleton Place*

Two car loads of tea passed through the city yesterday afternoon on its way to Montreal. This shipment came from China via British Columbia and the C.P.R.

12/01/1887 *Ottawa Journal* *Lachute*

The heated car in connection with the Canadian Pacific freight company will be up this evening. It makes two regular trips a week.

13/01/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

The annual meeting of the Pontiac and Pacific Junction Railway was held in Montreal yesterday and resulted in the election of the old board of directors as follows: Hon. J.A. Chapleau, Hon. L.R. Church and Messrs. H.J. Beemer, E.A. Hoare and S.H. Leggo. At a subsequent meeting of the board Hon. L.R. Church was re-elected president and Mr. H.J. Beemer vice-president and managing director. The statement of earnings during the past year was presented and proved of a very satisfactory nature. Mr. J.T. Prince of Boston, who came to Canada well recommended, has just been appointed superintendent of the road and will be entrusted with the task of working up freight and passenger traffic. The track has now been built to a point beyond Coulonge, sixty-one miles from Aylmer, and, under the direction of Mr. Leggo, superintendent of construction, will be further extended in the spring.

14/01/1887 *Ottawa Citizen* *Winchester* *Merrickville*

The first shipment ever made by rail from Merrickville was made last week, when Mr. S.T. Easton of Ottawa, shipped a carload of oats and buckwheat from Merrickville mills to a Winnipeg dealer by the C.P.R., via Smith's Falls.

14/01/1887 *Renfrew Mercury* *Belleville* *Perth car shop*

Perth has a hope of securing the C.P.R. car shops for building passenger cars, as the company have come to no arrangement in Montreal yet.

20/01/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

County of Pontiac Bonds

The delegation appointed at the last meeting of the County Council of Pontiac to wait upon the officials of the Pontiac and Pacific Junction Railway company, arrived in the city this morning and were to meet this afternoon the president of the company, the Hon. Mr. Church. That gentleman was, however, unavoidably absent. Mr. W.H. [sic] Beemer, the vice-president was on hand but nothing of importance was done. The object of the delegation was to make arrangements with the company if possible to have the county relieved from the \$100,000 bonus voted to aid in building the Road. Two lawsuits are now in progress in regard to this bonus, one by the County Council of Pontiac challenging their legality owing to illegal signatures and the other by Mr. Ross of Quebec. The delegation, which consisted of fifteen mayors from their respective communities leave for home this evening.

22/01/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

The Pontiac & Pacific Junction railway is now graded two miles west of Coulonge village and the road to Coburg [sic] is in running order. Traffic is not very brisk just now on the new road but a brisk trade is expected with the opening of spring weather.

24/01/1887 *Ottawa Free Press* *Ottawa City Passenger*

A street car got wrecked on Rideau street near Sappers bridge about nine o'clock this morning. It was taken back to the stables at New Edinburgh.

24/01/1887 *Ottawa Journal* *Ottawa City Passenger*

The special meeting of the stock holders of the City Passenger Railway, to have been held tomorrow, has been postponed for a week owing to Mr. Keefer's death. (this was Harold Keefer, son of Thomas Keefer, who died in a fall from the bridge at Vaudreuil on Friday 21 January.

25/01/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

A passenger train on the Pontiac and Pacific Railway, going up the line this morning, got stuck in the snow above Aylmer. It will be dug out this afternoon. Superintendent Leggo was on board.

27/01/1887 The Equity, Bryson Pontiac & Pacific Junction

One of the officials of the P. & P. J. performed the task of snow-shoeing from Aylmer to Quyon on Wednesday afternoon and Thursday morning, while the train was stuck at Breckinridge's. Some of the wags on the road affirm that he got down to such a rapid gait, that he failed to observe the cars as he almost flew over where they were embedded in the snow drifts, and that it was with great difficulty that the agent succeeded in shunting him off on the Quyon siding. Telephone connection between the station and the village is talked of, as is the establishment of a line between the latter place and the Pontiac, Such an extension of the system would certainly be appreciated, inasmuch as it would do away with much travel during seasons of bad road such as we are now experiencing.

Some parties were souped up here all week owing to the storm, and on Friday night a number was detained here on account of the blockade on the P. & P. J. They managed to continue their journey on Saturday afternoon.

Owing to the continued story weather there has been no traffic on the P. & P. J. so far this week. It is said that the line will have to be flanged out for nearly its entire length before trains can run successfully.

27/01/1887 Ottawa Journal Canada Atlantic Elgin Street

Mr. Chambers, one of the employees of the Canada Atlantic Railway caught yesterday at the station on Elgin Street a wild canary.

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

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

29/01/1887 Ottawa Journal Sussex Street Sussex Street

Rather than go to law with the Canadian Pacific Railway, the Carleton County Council might engage a competent bridge engineer to examine the bridge embankment at the Rideau, which is claimed to flood the country above in spring, and if his report bears out the claim, to forward it to the C.P.R. people before doing anything else. The only report so far, we believe, is that of the C.P.R. engineer, Mr. Petersen, and he is alleged to have simply made up his mind against the probability of the embankment aggravating the floods, without honestly examining the facts in the case.

29/01/1887 Ottawa Free Press Winchester

Mr. Lumsden, the C.P.R. engineer in charge of the Smiths Falls short line, reports that only six miles of track laying remains to be done, and that ballasting will be completed early in the spring.

31/01/1887 Ottawa Journal Winchester Merrickville

The trestle work on the Merrickville bridge was successfully tested last week when a locomotive and two cars were run over it.

02/02/1887 Ottawa Citizen Metropolitan Street

The New Street Railway. A movement is on foot to resurrect the Metropolitan Street Railway, and to raise funds in order to carry that project through. This scheme, if set in motion, would be a public benefaction, as several leading thoroughfares not covered by the existing system would be supplied with the convenience of a street railway.

02/02/1887 Ottawa Citizen Canada Atlantic Deep cut

Messrs. Bronson and Weston, who last year established a new lumber dock at Stewarton, near the head of the Deep Cut, have a large gang of men at work at present extending it. They intend to pile a considerable quantity of lumber there next season and are building a new tug for the purpose of towing it out.

03/02/1887 Ottawa Journal Sussex Street Sussex Street

A discussion took place at the meeting of the Board of Works last night with reference to taking some action with regard to the removal of Rideau river railway bridge embankment but the matter was left over to see what action the C.P.R. Company would take on the petition of the Carleton County Council.

04/02/1887 Ottawa Journal Pontiac & Pacific Junction

A Coulonge correspondent of the Equity says: The P.P.J. trains make their regular weekly trips, that is, when it is not too stormy, but now that they have a turn table here, it is to be hoped they will be able to do better work.

04/02/1887 Ottawa Journal Belleville Perth car shop

Perth - The C.P.R. car shops have started work again with about 200 men employed. Mr. Fowler is the general foreman.

11/02/1887 Renfrew Mercury Pontiac & Pacific Junction

It is said that the Directorate of the Pontiac and Pacific Junction Railway have under consideration a scheme to change the route of that line. The proposition necessitates the extension of the line to Sault Ste. Marie, there forming a connection with the Northern Pacific. With the co-operation of the Canada Atlantic and the Vermont Central Railways, it is claimed this would be the shortest available route between the West and Boston and New York. This will involve the building of an independent line from Aylmer to Hull and as well the construction of a bridge over the Ottawa connecting Hull with Ottawa. The company have been negotiating for some time past with the Canadian Pacific authorities for the purchase of their Aylmer branch but it is understood without success. The new line would prove of immense advantage to Ottawa, says the Citizen.

Also reported in The Equity, Bryson of 10 February.

12/02/1887 Ottawa Journal Chalk River Petawawa

The Railway company will, it is said, begin operations on a new bridge across the Petawawa River, early in February. It is to be an iron structure, and will be built to replace the old iron bridge which was destroyed some time ago, since which time trains have crossed the river on a temporary wooden bridge.

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

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

Five killed and several wounded.

More.

23/02/1887 Ottawa Journal Carleton Place

A large shipment of tea arrived in the city yesterday afternoon en route for Quebec where it will be shipped to England. This is one of the first and largest through shipments ever made over the line of the C.P.R. for England.

25/02/1887 Renfrew Mercury Belleville Perth

The old C.P.R. station building at Perth has been purchased by Mr. James Allan.

For some time past a rumor has been current to the effect that Mr. H.J. Beemer, the wealthy contractor, and manager of the Pontiac and Pacific Junction Railway, in company with the Hon. J.G. Ross of Quebec, had made all arrangements with the Gatineau Valley Railroad to liquidate the debts of the company and build the road in the spring from Ottawa to the Desert. A Journal reporter inquired of Mr. C.H. Mackintosh if there was any truth in this rumor. Mr. Mackintosh said: I never heard the Hon. Mr. Ross' name mentioned in the matter, but Mr. Beemer has been elected president of the company, and the company will now pay all claims against the former company provided they are reasonable. The road will go on in the spring without a particle of doubt and will be completed in the shortest possible time.

27/02/1887 *The Equity, Bryson* *Pontiac & Pacific Junction*

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03/03/1887 *The Equity, Bryson* *Pontiac & Pacific Junction*

In spite of all endeavors to keep the track open for traffic, the Pontiac Railway Company has been squarely knocked out of time by the terrible storms of the past month. It is not expected that traffic can possibly resume until the spring thaw fairly sets in. There is said to be a large quantity of freight lying at Aylmer in consequence of the blockade, and the respective consignees are exhibiting symptoms of increasing impatience for which they can scarcely be blamed.

04/03/1887 *Ottawa Journal* *Metropolitan Street*

If the gentlemen who hold the charter of the Metropolitan Street Railway have a real intention to make use of it, they could not select a better time than the coming spring to lay their track on Elgin street. The city is expanding rapidly in that direction. Last year a number of handsome residences were erected in the southern part of Wellington Ward. During the approaching season building operations will still be extensive in the same direction: there is a reasonable expectation that the city's limits will be extended southward to include Stewarton: and the Provincial Exhibition will be held in Ottawa next September - all of which furnish good and substantial inducements to the Street Railway Company to get their track laid as soon as gentle spring clears the roads sufficiently to permit them to begin the construction. The opening up of the new street car route would give an impetus to an already rapid growth of the city southward, and like larger railway enterprises create business for the line. If we were stock holders in the company we would vote to "rush the work."

04/03/1887 *Ottawa Free Press* *Canada Atlantic* *Bronson and Weston mill*

-extension of the new piling grounds at Stewarton and the construction of a dock there. Railway connection, it is expected, will be established between this yard and the Canada Atlantic railway within the course of a few weeks.

04/03/1887 *Perth Courier* *Westport*

Article of Incorporation Filed in New York State

New York 01 March. Articles of incorporation will be filed to-day for a railway company to acquire the new line now building from Brockville to Sault Ste Marie which is to be extended from the south side of the St Lawrence River opposite Brockville through New York State to a connection with the Boston Hoosac Tunnel and Western Railway and which is to form the Massachusetts link of the extension system which is to bring Boston 275 miles nearer Duluth. The name of the new company will be the Northern Pacific and Atlantic Railway Company.

09/03/1887 *Ottawa Journal* *New York Central*

Dr. Bergin's Railway

Mr. J.J. Collins, engineer for the Ontario Pacific Railway was in the city yesterday. In the course of conversation with a Journal reporter, he said preparations are being made, and matters are being pushed forward, in order to commence work in the early part of April. The scheme for the proposed road, which starts at Cornwall and terminates at Perth, a distance of some 82 miles, was first contemplated in 1881, and the charter obtained the following year. The road between Cornwall and Perth runs through the following villages, each of which will have a railway station: Newington, South Finch (at this point it crossed the C.P.R.), Chrysler, Embrun, Duncanville, Metcalfe, Manotic, Richmond and Perth. Besides this there is a branch line from Duncanville to Ottawa, a distance of 22 miles. The proposed road will cost about \$10,000 per mile, or a total cost of \$1,040,000. The sum of \$1,000,000 in the way of bonuses, has been subscribed. The capital stock of the company is \$10,000,000. In answer to the question, how long it would take to complete the road? Mr. Collins said: "We expect that the road will be finished and in working order by the first of November next. We have already engaged a large staff of men and all our rolling stock and other materials is ready to be delivered at any time at a moment's notice. The residents of the country through which the road passes, are jubilant and are looking anxiously forward to a successful and early completion of the undertaking.

09/03/1887 *Athens Reporter* *Westport*

Incorporation of NP & A Railway in New York

A few weeks ago the opinion was general that our local railway would never be completed. When the prospects of an enterprise are very low, a turn of fortune's wheel in any direction is very likely to improve matters and this is what has happened in the case of the BW&SSMR as will be seen from the following dispatch dated New York, March 1st. - Articles of incorporation were filed at Albany today for a railway company to acquire the new line building from Brockville Ont. to Sault Ste Marie, which is to be extended from the south side of the St Lawrence River, opposite Brockville through New York state, to a connection with the Boston, Hoosac Tunnel & Western Railroad and which is to form the Massachusetts link of the extensive system which is to bring Boston 275 miles nearer Duluth. The name of the new company will be the Northern Pacific & Atlantic Railway Company.

10/03/1887 *Ottawa Journal* *Chalk River* *Carleton Place*

It is understood here that the C.P.R. management have decided that the shops shall remain at Carleton Place. The dining room will also remain here but another will be established at Sharbot Lake but not Smiths Falls. There will, moreover, be very little diminution, if any, in the number of quality of trains passing through here. The new line will be almost exclusively a passenger line, and that freights will be kept out of the way as much as possible by being despatched through Carleton Place. There will be a splendid round house at Smiths Falls.

11/03/1887 *Ottawa Journal* *Prescott*

The Prescott branch of the C.P.R. has been blocked up with snow for nearly a week. Several passengers arrived from Prescott this morning and relate that after waiting three days for a train hourly expected to arrive they were obliged to come to Ottawa by way of Brockville.

15/03/1887 *Ottawa Free Press* *Metropolitan Street*

It appears that the Metropolitan Street Railway company are at present hampered in their proceedings by the expiration of their bylaw. Notice will be given at the next council, and leave asked to introduce a bylaw. It is also understood that the same bylaw with the exception of certain necessary alterations in dates will be asked and it is not probable that any opposition to the passage will be offered.

A very sad accident happened at the Union depot last evening about 10:30 just as the local train from Montreal on the C.P.R. was coming in. When about 50 yards from the station the baggage car ran off the track. Wallace Veitch, the baggageman, was inside, and immediately prepared to jump. Just as he sprang from the car it overturned, and falling upon him crushed him to death. The side of the car was chopped through to get to the body, which was found a shapeless mass, crushed beyond recognition. The sight was a horrible one, and the spectators, of whom a large number had gathered, turned away sickened at the horrible spectacle.

The deceased was a young man having 22 or 23 years of age. He was the son of W.M. Veitch, conductor on the C.P.R. and had himself been employed on that road for three or four years. He had been in the summer months, conductor on the Buckingham branch line which is not operated in the winter. His father was utterly prostrated with grief at the loss of his son and heartfelt sympathy was expressed for him on all sides at the station last evening.

Elsewhere in these columns will be found a notice of application to parliament for amendments to the charter of the Pontiac Pacific Junction Railway. The amendments sought for embody an extension of time for the completion of the road; the acquiring of timber limits for the Ottawa District; the working of saw mills; provision for the execution of a trust mortgage deed; issuance of bonds; giving power giving power to the trust for the sale thereof in case of default being made in the condition of the d??s; constructing? the railway through the Province of Quebec to Sault Ste. Marie, crossing the Ottawa in the County of Pontiac, west of the town of Pembroke if necessary, and extending the line to the Mattawan: to validate and confirm the agreement between the Canadian Pacific Railway for the purchase of the Aylmer Branch, and to relieve that branch from all mortgages and charges.

Crushed to death.

Baggage man Veitch's fatal leap from a moving train at the Union Depot.

While the 10:30 train up from Montreal was bowling into the Union Station last evening the baggage train [sic] jumped the track and upset killing the baggage master Mr. Wallace Veitch. The following account was obtained from Mr. James Lee of Buckingham who was in the baggage car at the time the mournful accident occurred.

Wallace Veitch is a young man about 23 years of age and was employed by the Canadian Pacific Railway Company as baggage master on the local train between Ottawa and Montreal, his father Mr. W.M. Veitch being conductor on the same train. When the baggage car jumped the track, Veitch immediately jumped up and pulled the bell rope and the car thumped over the ties for about forty feet and then stopped for about half a minute, then went on again, the engineer supposing everything was all right. The baggage car began to run over the ties again and Veitch sprang to the door opened it and jumped out just as the car toppled and fell over. The poor man never uttered a cry, the car falling upon him and instantly killing him. As far as could be judged the car continued dragging along on its side for about 40 feet when it stopped. All this time Lee was inside the car and was badly bruised by the trunks and other baggage which pinned him to the car floor. After the train stopped the car door was broken open and Mr. Lee taken out. Veitch's body was also extracted from underneath the car, it having been dragged 40 feet. The body was frightfully mangled and was almost unrecognizable. It was a heartrending scene to see poor Veitch's father when he saw the mangled body of his son. The body of the unfortunate man was taken to the Station house, where it remained until this morning, when it was removed to the residence of the father of the deceased. No cause whatever is known for the car jumping the track, none of the switches being open, as it was only the baggage car which left the track.

RAN INTO THE REAR

A C.P.R. Passenger Train Overtakes Some Freight Cars and an Accident Ensues

A collision occurred early this morning shortly after midnight near Bells Corners, between the regular Toronto train from Montreal which left at 8 p.m., and the freight train also going west. The passenger train left the Union Station at about 11.45, and when nearing Bell's Corners overtook and collided with the freight. It appears that six of the cars from the freight train, which was in front of the passenger, got loose and were not observed by the conductor for some time. On becoming aware of the fact and knowing that the passenger train was behind, he immediately went back intending to signal the approaching train but was too late, as the collision had occurred. The engine of the passenger train was thrown off the track, the plucky engineer reversing his engine quickly, holding fast to his post and escaping uninjured. Several of the cars on the freight train contained vitriol, tar coal oil and pork and when the collision occurred telescope to each other, sending the oil, which became ignited, over everything. The freight cars were in a few minutes a complete mass of burning ruins, all being enveloped in flames. A man was immediately despatched to Bell's Corners and telegraphed to Ottawa for an engine which brought back the passenger train to Ottawa. Strange to say, many of the passengers in the sleepers did not awake, and if every effort had not been made to pull back the train a serious accident might have followed. None of the passengers were injured, but those in the cars nearest the engine was severely shaken up. The passengers remained in the cars on arriving at the Union Station till this morning when the majority of them, who were stopping at hotels, returns to them. A message was received from Bell's Corners about 10 a.m. stating that the road would be clear in an hour. According to the statements of one of the passengers the flames reached about 40 feet in the air, the oil having saturated everything. Among the passengers on board were Mr. John Small, MP, of Toronto, Mr. J. Barrack, of Toronto, Mr. Charles Moss, QC, of Toronto, J.B. Carlisle, Toronto, Mr. Ellis, of barlow & Ellis, paper manufacturers, of Toronto, Mr. R Douglas, Barrister, of Chatham, William Kerr, of Messrs. Christy & Kerr, Toronto, and a number of others.

A wrecking train went out to the scene of the accident early this morning with a gang of men to clear the track. Assistant General Superintendent Spencer went with the train.

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Freight cars caught fire --

Engine sent for and brought passenger cars back to Ottawa -- More

Railway Smash Up.

Serious Collision of an Express and Freight.

A passenger who was on board the midnight Toronto Express which collided on Thursday last with part of a freight train, a few miles east of Stittsville, thus describes the collision: "we left Ottawa on Thursday evening last, and having passed the flight station at Britannia, all was deemed right and the train proceeded ahead. We had travelled but a short distance when all of a sudden our progress were suddenly chequered by a violent crash, the passengers being badly shaken up and in a few cases slightly wounded. When all had recovered from the shock the whole party started to investigate, with the result that we found we collided with a freight train which had been left on the track, in one of the cars of the freight crushed in was oil of vitriol and other inflammable liquids which were soon in flames, consuming ten freight cars and threatened also to destroy our train. Making the best of a bad job, for the night was pitch dark, a strong wind blowing and in a blinding snowstorm, we dispatched a man to Stittsville to telegraph to Ottawa for aid, and set about uncoupling the cars. Several hours passed away, and then came seven o'clock and with it the long-expected help from Ottawa. Without any further loss of time the train was made up and we were brought back to Ottawa, arriving at eight o'clock" Several different accounts are given as to how the accident happened. One story is that the conductor of the freight train finding that the upgrade to Stittsville was too much for his iron horse, ordered the engineer to take up one half of the cars to Stittsville and return for the other cars sending at the same time a man with a lantern to signal the passenger train. It is asserted, however by the engineer of the passenger train that no signal could be seen and his statement is corroborated by that of the fireman. A closed investigation of the cause of the accident would likely be made by the energetic offices of the company and ere long the public will know who is to blame for the accident.

19/03/1887 *Ottawa Journal**Maniwaki*

For some time past reports have stated that Mr. H.J. Beemer, the well known and wealthy contractor, had secured the controlling interest in the Gatineau Valley Railroad, and had assured the government that the road would be built this summer, and that work would be commenced this spring. Mr. Beemer was seen this morning by a Journal reporter concerning the scheme and his connection with it. Mr. Beemer said he would be unable to give much information concerning the scheme, as at present everything was in an unsettled state, no definite arrangements having been made.

"Well. You have taken hold of the road?"

"All I can say is that the road will in all probability be constructed by me this summer, but only if certain arrangements can be effected. If not, why I will not take on the responsibility of building the road."

"Have you been in Quebec applying for additional legislation for an extension of time for the construction of the road?"

Yes, I had an interview with Hon. Mr. Mercier in reference to the matter, and as far as the extension of time is concerned, that will be granted. Mr. Mercier showed that he was strongly in favor of seeing the line built at once, and expressed himself as willing to do all in his power to assist in building it and all other lines of railroad in the province for purposes of colonization.

"I suppose you have heard of the action the people of Hull and the county intend taking : petition the Government to annul the charter unless the work of construction is commenced by the 1st of May and a deposit of \$50,000 guarantee placed in the hands of the county treasurer.

"Oh yes, I have heard that they are intending to do something of that kind, but should I take hold of the road all those who are now fighting against it would become fast and strong supporters of the road."

"What was the cause of the past failures to finish the road?"

"All I can say about it is that Mr. Mackintosh did his best, sunk money and wasted his time trying to build the road. He has acted squarely right through and done his best to build the road.

21/03/1887 *Ottawa Citizen**Carleton Place**Bells Corners*

The CPR mishap.

An erroneous report of injury to passengers.

In the report of the pitch-in on the CPR near Stittsville on Friday morning, which appeared in the citizen on Saturday, it was stated on the authority of one of the passengers, that those on the westbound train we're "badly shaken up, and in a few cases slightly wounded." This appears not to have been the case, the fact being that at the time the passenger train ran into the stationary freight cars it was going very slow, and having an exceptionally heavy engine, which is always used on account of the heavy grade on this part of the line, the passenger cars hardly felt the shock at all. No passenger was injured in any way, and the damage done was slight. Intelligence of the mishap having been promptly sent to Ottawa, a wrecking train was at once dispatched. Mr. H. B. Spencer, the assistant superintendent, went out with it, and saw that the passengers were put two as little inconvenience as possible. They were all brought back to Ottawa where every attention was shown them until the track was cleared and they were able to proceed upon their way. The railways have passed through an exceedingly trying winter, and many unavoidable interruptions to travel have occurred on the CPR in common with other roads, but in this connection the officials have earned nothing but praise for the energy and courtesy they have displayed in looking after the wants of the delayed passengers. A city gentleman who was on board the passenger train was seen on Saturday, and stated that several of the passengers were not even disturbed from their slumbers by the incident, and that the reports published were exaggerated.

21/03/1887 *Ottawa Journal**Winchester**Merrickville*

The last span of the bridge is laid and the cars have at last reached here.

22/03/1887 *Ottawa Journal**Winchester**Merrickville*

The new short line railroad bridge across the Rideau River at Merrickville, is now completed. The upper portion of the bridge is built of iron and the stone piers are of a most substantial nature. Trains are now running from Smiths Falls to Merrickville and as soon as the line is cleared of snow they will be able to run as far as Merrickville [sic]. The railroad company have several first and second class passenger cars as well as a number of freight cars and several locomotives. A gentleman from Merrickville informed a Journal reporter that the line was now completed from Smiths Falls to Lachine and that the work of ballasting the road would be commenced as soon as the snow leaves the ground. The railroad company expect to have the line open by the 1st of June if no delays occur.

24/03/1887 *Ottawa Journal**Ottawa City Passenger*

Riding on the street cars now is about as wearisome a job as a person cares to undertake, owing to the heights and hollows in the streets. A trip down Wellington Street at the present time is enough to make an ordinary person seasick, rising and falling on the billows.

24/03/1887 *Ottawa Journal**Belleville**Perth car shop*

Perth. There are now over 200 men working in the car shops.

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

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

A REGULAR PITCH-IN

Two C.P.R. Freight Trains Collide Near Smiths Falls.

The Line Blocked, a Bad Wreck, and an Engineer Reported Injured.

Special to the Journal

Carleton Place, March 26. A collision occurred between two freight trains near Franktown this morning, by which one man was badly hurt and the Brockville and Ottawa branch of the C. P. R. completely blocked. The particulars as learned here are to the effect that a freight train, engineer Muldoon, left Carleton Place to cross another freight at Smith's Falls. Just after Muldoon's train left Franktown, however, and was near Welsh's the other train bore in sight and a terrific collision ensued. Both locomotives and sixteen cars got off the track and some were badly wrecked. All the freight cars were heavily laden, several containing cattle. Engineer Muldoon was badly, but not, it is believed, fatally hurt.

What a Traveller Says.

A passenger on the Toronto train, who arrived in the city this afternoon, says : "We passed Smith's Falls station without any warning this morning about daylight, and when about two miles and a half east of the station our engine driver saw the light of the burning cars about half a mile ahead. He immediately shut off the steam and stopped the train. In company with several others I started to walk down the line to the scene of the accident. Here a terrible wreck met our view. The two freight trains, one with twelve and the other with ten cars, lay one in tremendous heap of ruins. The freight including grain, and other small stuff lay scattered about two and three feet deep, the bags having burst. The two engine were locked in one another's grasp and the tenders were heaped on top of them. Many of the cars were telescoped and several were thrown from the line and burned. The wreck was certainly one of the worst and most extensive that has occurred on the line of the C.P.R. this season. The engineer on the train going west said that he saw the

OTHER FREIGHT TRAIN COMING

along at about twenty-five miles an hour, and immediately put on the brakes also blowing the whistle, but the east-bound train came on with unabated velocity giving him only time to jump for his life. The two engines came together with tremendous force, and both trains were heaped upon one another in the space of a second. The flying freight smashed the telegraph wires, thus preventing communication being received at Ottawa from Smith's Falls. None of the train hands, so far as I know, on either train, were injured, but some had hair breadth escapes. About 9 o'clock Assistant Superintendent Spencer arrived on the scene with a wrecking train and about forty men, who proceeded at once to clear the track of the immense pile of debris. Then the passengers on the Toronto train were taken across the place where the wrecked train lay and were then brought to Ottawa on another train. The wrecking hands cannot possibly clear the line before to-morrow at noon. It was impossible to find out who was responsible for the accident, but it is understood that a rigorous investigation has been ordered.

28/03/1887

Ottawa Journal

Metropolitan Street

The promoters of the Metropolitan Street Car Railway are very reticent about giving information about when or how the line is to be built, but in well informed circles it is stated that the work will go forward as soon as the weather permits of operations. It is said that one man has tendered for the supply of the necessary ties.

30/03/1887

Ottawa Journal

Ottawa City Passenger

One of the horses attached to the street car fell last evening on Sparks Street causing alarm and considerable delay to the passengers who had to wait till the animal was unharnessed and got on his feet again. This weather is exceedingly hard on the street car horses.

30/03/1887

Ottawa Citizen

Chalk River

Franktown

Interview with Mr. H.B. Spencer. "On Saturday morning a collision between two freight trains, about four miles north of Smiths Falls Junction occurred, which resulted in several empty boxcars and loaded cars being damaged, all freight however being saved. The engines were to some extent broken up, but can be repaired and put into service in the course of a few days. On the report of the accident having taken place a box car and a large gang of men went west to the rescue to clear up the wreck, and transfer the passengers from the cars of the Toronto express which had been delayed by the accident to others which had been brought down to save delay. The line was clear by four o'clock the same afternoon.

"The cause of the accident is due to the carelessness of the conductor of the westbound freight who had orders to cross freight special at Frankton [sic].

However, instead of carrying out his orders, he passed his crossing place and collided with the freight special which he should have crossed at Frankton, four miles north of Smiths Falls. The conductor was promptly arrested and placed in gaol at Smiths Falls, and when brought up for trial will be prosecuted by the company."

No injury or loss of life.

Note disparity of mileage.

30/03/1887

Ottawa Citizen

Chalk River

Franktown

The CPR accident.

The matter shifted by the assistant superintendent.

A citizen reporter yesterday interviewed Mr. H. B. Spencer, of the Canadian Pacific Railway, in reference to the alleged Smash-up which has been reported in the newspapers, took place near Smiths falls, on Saturday the 26th instant.

Reporter - "Is the report as stated in the newspapers correct?"

Superintendent - "I regard the report as an attack upon the CPR calculated to harm the company. That a collision had occurred and damage done was a fact, but the balance was exaggerated."

He said he had personally visited the place where the collision occurred, and after a most vigorous investigation he had obtained the following facts - on Saturday morning a collision between two freight trains about four miles north of Smith Falls Junction occurred, which resulted in several empty boxcars and loaded cars being damaged; all freight however, being saved. The engines were to some extent broken up, but can be repaired and put in service again in the course of a few days. On the report of the accident having taken place a box car and a large force of men went to the rescue to clear the wreck, and transfer the passengers from the cars of the Toronto Express, which had been delayed by the accident to others which had been brought down to save delay. The work of clearing the track proceeded with in the quickest possible space of time, the line being cleared by. The same afternoon.

"Who is to blame for the accident?"

Superintendent - the cause of the accident is due to carelessness on the part of the conductor of the westbound freight train, who had orders to cross freight special at Frankton [sic]. However, instead of carrying out his orders he passed his crossing place, and collided with the freight special, which he should have crossed at Frankton [sic], four miles north of Smith's Falls. The conductor was promptly arrested and placed in gaol at Smith's Falls, and when brought up for trial will be prosecuted by the company.

Reporter - "Anybody injured by the collision?"

Superintendent - "No; the statement that engineer Muldoon was badly hurt is altogether incorrect. No loss of life or any injury to limb, fortunately, occurred"

31/03/1887

Rideau Record

Ottawa and Thousand Islands

Ottawa & Thousand Islands Railway Company

Another Railway. The bill to incorporate the Ottawa & Thousand Island Railway Company, now before the Ontario legislature, incorporates R.G. Hervey, W.B. Smellie, H.T. Fitzsimmons and W.H. Jones of Brockville, and Clarkson Jones of Toronto, as a company to build a railway from a point near the City of Ottawa, in the county of Carleton, through the county of Carleton, and the county of Grenville, and county of Leeds to a point on the line of the Brockville, Westport and Sault Ste Marie, either in or near the town of Brockville or at some other point in the county of Leeds. The above gentlemen are appointed provisional directors. The capital stock of the company is \$1,250,000. The head office of the company is to be in Brockville.

31/03/1887 The Equity, Bryson Pontiac & Pacific Junction locomotive

In the course of an extended report of the improvements etc.. That are being made by and the prospects of the Pontiac Railway, the Aylmer Times of last week says: Last November the work was commenced and today we behold a machine shop, one hundred and ten feet by forty feet, containing all species of necessary apparatus and lodging room for six or eight engines. Besides the building of the shop, Mr. Punghorn and his fourteen employees have also built a snow plough that is capable of cutting through a seven foot drift and clearing a track eight feet wide. He has also built a flanger that clears the centre of the track as well as the sides. On the 17th of this month, to give an example of its strength, that scraper cut out six inches of solid ice from the centre of the track. This piece of workmanship does great credit to Mr. Pangborn, and it proves abundantly that Mr. Prince 'meant business' when he undertook the management of the road. But not only if the snow plough there as evidence of the work turned out from that new shop, but also two "turmtables" have been built at the same establishment, one of them is at Aylmer and the other at Fort Coulonge. Both were built in the Aulmer workshop and under the supervision of Mr. Pangborn. These added to the snow plough and taking into consideration the severity of the weather and the necessary time used to erecting the sheds and shops, would abundantly be fruits enough of the labor to prove how well it was carried out; but there is yet another piece of work, of another character that must not be without a comment. Mr. Pangborn built the paymaster's car, which is a real model. In fact, so compact and perfect is it, that Mr. Prince makes use of it as an office. This piece of work, although not in the same line as that of the snow plough and ??building still is of a most delicate, if we might ? style in nature. Illegible. Besides the men are busy rebuilding an old engine, one that for forty years puffed along the Vermont Central, and it will be No. 1 when completely renovated. It is expected that it is to be sent to the Ottawa and Gatineau Valley Railway. It will serve as an engine for the construction train. While in one portion of the shop this refitting business is going ahead, in another part we are ?? Work on Engine No. 10. This one is to be called the "W. Poupore". It is expected that it will be ready by the first of April when a new train will leave Aylmer for the upper end of the road. There will be the Engine No. 1? "J. Bryson" and a baggage car. rest illegible.

31/03/1887 Ottawa Free Press Chaudiere Chaudiere

It is highly probable that operations in connection with the C.A.R. extension into the Chaudiere will be commenced early in May. In that case the old fire station will probably have to come down. There is a general desire among the lumbermen to have the road completed as soon as possible and under this stimulus it will probably be finished by September.

31/03/1887 The Equity, Bryson Pontiac & Pacific Junction

The Aylmer Times says:- Mr. A.B. Leggo, superintendent of construction on the P. & P. J. Railway returned yesterday from the Peche where he has been purchasing Railway Ties for the Gatineau Valley Railway. It is expected work will be started on the above line by the 1st of May. A large engineering party will start locating the line next week under Mr. Harris the engineer of the P. & P. J. Railway. Mr. Harris is bound to push the road ahead.

31/03/1887 Ottawa Journal Chalk River Franktown

The conductor of the westbound freight train on the CPR, who caused the big smash-up near Smith's Falls, on Saturday through disobeying orders, and who was arrested and placed in jail at Smith's Falls after the collision, came up for trial yesterday and was discharged, there being no persons present to prosecute.

05/04/1887 Ottawa Free Press Chaudiere Chaudiere

It is expected that operations in connection with the C.A.R. extension into the Chaudiere will be commenced about the middle of May.

05/04/1887 Ottawa Journal Winchester

A large quantity of lumber was shipped yesterday by Mr. Tompkins to Smiths Falls by the C.P.R. to be used on his contract for the construction of the stations on the line of the New Short Line.

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

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

09/04/1887 Ottawa Citizen Ottawa City Passenger

The City Passenger Railway Company turned out its buses yesterday for the first time this season. The change from runners to wheels must be a great relief to the poor horses, who for some days past have had a very sorry time of it. Even an additional horse on the incline from Sussex Street to the Sappers Bridge was not enough to prevent them seeming overworked.

09/04/1887 Ottawa Journal Carleton Place

Forty-two car loads of tea passed through the city on the line of the C.P.R. on Thursday afternoon for Montreal. The tea was shipped direct from China via Victoria and the C.P.R.

09/04/1887 Ottawa Journal Chalk River

The C.P.R. station at Smiths Falls will be a substantial one and the dining room will likely be there.

The new railway bridge at Pettewawa is almost completed. It is two hundred and sixty-four feet long, consists of four spans and weighs about 115,000 lbs. It was manufactured by the Union Bridge Company of Buffalo.

Renfrew - The wooden bridge over the Bonnechere river near here on the C.P.R. will be replaced shortly (probably on Sunday) by an iron structure, the material for which is now on the ground.

12/04/1887 Ottawa Journal Westport Kemptville

The work of grading the new railroad from Smiths Falls to Montreal will commenced on Monday, 11th instant. (should this be ballasting?)

13/04/1887 Athens Reporter Westport

Lyn - Much Astir - A Few Men At Work Near Selee's Corners

There is much stir in regard to our railroad. A few men are at work near Selee's Corners, and we hear of the purchase of some right of way. It is to be hoped that when spring opens work will go on in a lively manner.

We hear violations of the Scott Act from all parts of the Counties, but so far Lyn has not appeared on the list.....

13/04/1887 Ottawa Citizen Canada Atlantic

During the summer months an extra train will leave the Canada Atlantic station, Ottawa, at 2 o'clock and will arrive at Coteau at 4 o'clock, thus connecting with the Richelieu and Ontario line of steamers. This arrangement will afford passengers the pleasure of shooting the Lachine Rapids en route to Montreal.

14/04/1887 The Equity, Bryson Pontiac & Pacific Junction

The Pontiac Railway in many places is submerged by the spring freshets. It is feared that very serious washouts will occur between Franktown and Coulonge if the snow continues melting at the rapid rate of the past few days. Already some two or three washouts have occurred, but they are not of a very serious character, only delaying the train an hour or so.

A SERIOUS LANDSLIP

On the C. P. R. Near Pakenham - Half-a-dozen Cars Precipitated Down a Steep Embankment - Providential Escape From Terrible Loss of Life.

The C. P. R. Co. have struck a lot of hard luck of late, and there seems to be no let-up to it. What with accidents by snow-slides, run-offs, collisions, &c., and the severe snow-storms of the past winter, they have been experiencing quite a serious time of it. The latest we have to report is one entailing serious financial loss by destruction of rolling stock and impeded traffic, but providentially no loss of life. We refer to the

BIG LANDSLIDE

which took place on the C. P. R. track opposite the residence of Mr. Thomas McCann, a mile this side of Pakenham, early on Tuesday morning last. This spot has been regarded with suspicion for years past by residents of the neighbourhood. The express for Winnipeg that morning was somewhat late, and when passing over the scene of the slide the passengers got a good shaking up, showing that the earth had at that time been wearing away from the track a little. An examination of the wheels of the express was made at Pakenham, and everything was found right. A freight train composed of empty box-cars followed the express three-quarters-of-an-hour afterward, the engine running backward at the head. Just as the engine cleared the fatal spot the tender

RAN OFF INTO A DITCH

at the right side of the track, stopping the train suddenly. The tender was badly smashed, as was also the cab of the engine, the engineer and fireman having a narrow escape with their lives. The fireman received a slight injury on the forehead. The train stood for but a short time when the earth (probably owing to the action of the frost and the water) began to slide away from beneath the track, and all at once one of the centre cars broke from the others and slid with the earth

AWAY DOWN THE HIGH BANK

to the river - a distance of between 60 and 75 yards. Two cars and the van were still left on the track at the rear end of the train, and the men lost no time in making themselves scarce therefrom. It was well they did, too, for after some time another large section commenced to slip, and all three cars were precipitated to the great chasm below. The third car from the engine turned a half-somersault, and remains, minus wheels, &c., bottom side up halfway down the steep declivity; while the second remains suspended over the brow of the hill in an extremely dangerous position. The whole presented

A TERRIBLE SIGHT

One that pen cannot properly describe. Nearly 100 yards of the track and earth were carried away. The Mississippi at that point will be narrowed by about 20 yards as a result of the accident. The ice was heaved up along the shore as if there had been a tremendous ice-shove, while for acres both up and down the river it was broken into large cakes. The railway fence and a telegraph pole which were alongside the track remained for some time in about the same position on the shore of the river as they had occupied up above, which will serve to show what a large portion of the earth must have become detached from its original position. The momentum obtained by the moving earth may be judged from the site that large clods were

FORCED CLEAN ACROSS THE ICE

on the river and remain 30 or 40 yards from the opposite shore. Fortunately the box cars were all empty, being on the way to McLachlin Bros' yards at Arnprior to be filled with lumber; otherwise the loss to the company would be very much heavier. Every car was smashed more or less, while the engine was badly damaged. It will be a big job to haul up the cars that are now lying around promiscuously on the ground and in the river.

THE CAUSE OF THE SLIDE

is laid by most people who have visited the scene of the action to the water and the frost. The water probably insinuated itself into minute cracks, which were widened and deepened by freezing during the winter. The fissures thus created, under the influence of the late warm weather, may have produced the landslip. All of the bed or strata supporting the superincumbent mass may have absorbed water enough to render it slippery, causing the slid [sic], in that way.

NO TIME WAS LOST

in getting a gang of men to work to clear away the wreck and build anew the portion of the track that was taken away. Mr. H. B. Spencer, assistant superintendent, was early on the scene, with a large staff, to look after the interests of the company. The passengers and baggage on the express from Winnipeg were transhipped about nine o'clock, a special train being sent down for the purpose, so that comparatively little delay was experienced by travelers. It will take two or three days to get the track in shape again. In the meantime freight is accumulating at the stations in this neighbourhood.

STILL SLIDING

Since the above was written some ten or fifteen feet of earth where the new track was being laid has disappeared, necessitating a considerable increase of work and more of a circuit in order to get a safe bed for the rails. A very large staff of men has been put on, and the work is being pushed ahead as rapidly as the circumstances will permit.

15/04/1887

Almonte Gazette

Belleville

Perth

The C.P.R. property in Perth is flooded with water. Some of the cars are immersed up to their axles.

15/04/1887

Renfrew Mercury

Winchester

Smiths Falls

Smiths Falls is happy after all. The C.P.R. have made all arrangements for building there a fine brick or stone station, 35 by 90 feet, with a large dining hall.

20/04/1887

Ottawa Citizen

Brockville

The examination of Mr. H.B. Spencer in the case of McCarthy vs. Canadian Pacific was heard yesterday before Mr. Festmeryton. The case will be tried at Brockville at the next session to be holden there.

21/04/1887

Ottawa Citizen

Canada Atlantic

A deputation of the Locomotive Brotherhood of Engineers of America yesterday morning waited upon Mayor McLeod Stewart, asking that in the event of an excursion of the Brotherhood coming to Ottawa on the Queen's Jubilee, would they be given a public reception? The Mayor received them cordially and promised that such a reception would be accorded them. It is expected that some 900 members of the Brotherhood will in consequence arrive in Ottawa on the 29th of June and also spend Dominion Day in the Capital.

22/04/1887

Ottawa Free Press

Chaudiere

Chaudiere

Operations in connection with the laying of the track on the C.A.R. extension into the Chaudiere will be commenced next week. It is thought the rails will be down by the beginning of August.

22/04/1887

Ottawa Journal

Aylmer branch

When the necessary legislation for the transfer of the Aylmer branch of the C.P.R. to the Pontiac Railway company is obtained, the latter company intend building a railway bridge of their own across the Ottawa to the west of the present C.P.R. bridge.

22/04/1887

Renfrew Mercury

Chalk River

Pakenham

Mr. Spencer, general superintendent, estimated that the cost of repairing the damage to the C.P.R. line by the land slip at Pakenham, will be about \$14,000, apart from the injury done to the rolling stock. After building a line along the brow of the hill which was left, a portion of that also slid down, and then the Company concluded that it was useless to look for a safe line in that vicinity, and purchasing the right of way through some fields, they changed the course of the line materially. By the beginning of this week the trains were running pretty nearly on time again.

23/04/1887

Ottawa Journal

Ottawa City Passenger

The Street Car railway put on seventeen laborers today to disentomb the rails from their coverings.

THE MORRISBURG RAILWAY HORROR.

Recovery of the Bodies of Driver Stewart and Fireman Clark.

Brockville. April 25. By persistent and almost superhuman work on the part of the regular road staff assisted by scores of willing volunteers the bodies of the engineer and fireman killed on the Grand Trunk at Morrisburg on Friday morning were recovered late in the afternoon. Stewart's body was in sight of those working for hours before it was possible to get at it without removing a vast pile of wreckage which had tumbled into the gorge. When found he was sitting in an almost natural position in the cab seat. His face had been very little injured, but his body and limbs were considerably crushed and mangled. - Tender hands carried the body to the bank and the search was then continued for Clark the fireman. The latter was also found in the cab but presented a horrible spectacle. The poor fellow had been jammed close on to the boiler head and in addition to being horribly mangled was scalded beyond recognition. Both bodies were at once taken to Morrisburg and during the night brought to their homes here

It is impossible yet to accurately estimate the loss to the railway company, but it will certainly be heavy. The bridge is a wreck as are also the thirteen cars, but it is thought the engine can be made available for service. Transfers are still necessary, though a large force of men are busily engaged in the construction of a temporary wooden bridge,

27/04/1887 *Ottawa Free Press**Chaudiere**Chaudiere*

An old frame house near the aqueduct was pulled down this morning. It is said this is only the beginning of similar operations in connection with the extension of the Canada Atlantic railroad into the Chaudiere.

28/04/1887 *Ottawa Journal**Ottawa City Passenger*

The street railway company's tracks are being cleared and it is expected that the cars will in a few days take the place of the busses.

29/04/1887 *Renfrew Mercury**Chalk River**Bonnechere bridge*

Three more trestles were knocked out of the Bonnechere railway bridge on Friday : and trains were not allowed to cross for about twenty-four hours; passengers having to go over the bridge on foot. It was apparently shaky enough when the trains were allowed to cross again on Saturday.

29/04/1887 *Ottawa Journal**Ottawa City Passenger*

The street railway lines having been cleared of snow, the car service was resumed yesterday, much to the relief of those who patronize the company's conveyances.

29/04/1887 *Renfrew Mercury**Chalk River**Pakenham*

When Mr. Spencer asked the man who, with his team, was portaging trunks, express &c. around by the fields at the Pakenham landslide, how much he intended to charge, he looked up with face of high anticipation on deck and made reply: "One dollar an hour." Mr. Spencer was thunderstruck and went like a rocket to Pakenham where he made a contract on proper terms for three strapping teams. Central Canadian.

30/04/1887 *Ottawa Free Press**Pontiac & Pacific Junction**Vinton*

Mr. Bryson, M.P. for Pontiac, and Mr. A. Wright, M.P. for Ottawa, will insist on the Pontiac & Pacific Junction company building a station at Vinton, which village is surrounded by a fine farming country. The company will have the new station in course of erection before the autumn season.

02/05/1887 *Ottawa Free Press**Chaudiere**Chaudiere*

Matters in connection with the proposed extension of the C.A.R. into the Chaudiere are not encouraging. Last year it was the old fire station which prevented the work from being pushed forward. Since then several fresh obstacles have arisen, chiefly on the part of those holding land through which the proposed route lies. These obstacles are so complicated and have multiplied so rapidly, that the work promises to be postponed indefinitely.

02/05/1887 *Ottawa Citizen**Ottawa City Passenger*

The street railway tracks from terminus to terminus are now clear. The cars have been running but with some trouble for three days past; but horses as well as passengers are glad that the rails are really clear.

03/05/1887 *Ottawa Journal**Maniwaki*

Mr. H.J. Beemer is now in Quebec negotiating with Mr. Mercier's Government for an alteration in the charter of the Gatineau Valley Railway. When the negotiations are satisfactorily completed, Mr. Beemer will at once commence building operations, the understanding being that he will build and equip ten miles during the present year and fifteen miles next year.

04/05/1887 *Ottawa Journal**Chaudiere**Chaudiere*

Mr. Alex. Fleck, secretary of the Canada Atlantic Railroad, stated to a Journal reporter that the much talked of Chaudiere extension of that line would not likely be built this summer as the company are experiencing difficulty in obtaining land for the right of way and station building.

04/05/1887 *Ottawa Free Press**Tramway**Perley & Pattee*

The railway track leading into Messrs. Perley & Pattee's yards has been paved with granite blocks. When the Chaudiere square was paved this piece of work was left undone.

05/05/1887 *The Equity, Bryson**Pontiac & Pacific Junction*

The Pontiac Railway placed three splendid new cars on the road last week, a first and second class coach, and baggage car with express compartment. The cars are well equipped and elegantly painted. They will be an important acquisition of the road, Locomotive No. 10 has been thoroughly overhauled, and is now considered one of the best on the road.

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

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

07/05/1887 *Ottawa Journal**Winchester*

Mr. H.B. Spencer, assistant superintendent of the C.P.R., has just returned from a tour of inspection over the route of the New Short Line between Perth and Montreal. He says the road will be open for traffic by the first of June.

11/05/1887 *Ottawa Citizen**Canada Atlantic*

Accident near Vars - see Accident file.

12/05/1887 *Ottawa Free Press**Ottawa City Passenger*

The street trams had quite a boon in business yesterday afternoon. Owing to the number of streams crossing the roadway they were obliged to pull up about 100 yards from their usual point.

14/05/1887 Ottawa Citizen Carleton Place Chaudiere water

Mr. Spencer has written the Waterworks Committee offering to pay \$1,000 per year for the supply of water for the C.P.R. engines and wanting a contract for that amount. The original agreement was \$60 per engine, 15 being the number calculated, but it appears that 25 were last year watered in place of the number paid for. Mr. Surtees has been instructed to write to the C.P.R. asking them to pay at the original rate of \$60 per engine. The company are thinking of building a water tank of their own for the supply of their engines.

16/05/1887 Ottawa Free Press Ottawa City Passenger

As Mr. Lapworth's cart was passing over the street railway metal in front of the Russell House this morning, the rail caught a hind wheel and wrenched it off. The furniture with which the cart was laden was scattered over the whole street.

17/05/1887 Ottawa Free Press Canada Atlantic locomotive

Locomotive No. 6 of the C.A.R., which was considerably damaged over a year ago by a mishap, will be ready for use again on June 10th, when the Central Vermont engine at present in use, will be returned.

The locomotive which was recently overturned and buried by the accident on the Canada Atlantic railway at Moose Creek was raised yesterday and brought to the city last night, to be repaired at the shops.

18/05/1887 Ottawa Free Press Winchester Merrickville

The Merrickville bridge on the new C.P.R. short line will be completed by Messrs. Newman & Co. in two weeks and the whole line will be in operation, it is expected, by the middle of June.

18/05/1887 Brockville Recorder Westport

Area Railway Promoters Meet Sir John A. (Booth, O'Brien, Shanley et al)

Parties interested in the Brockville & Westport Railway, in Dr. Bergin's Ontario Pacific and in Mr. Booth's scheme from Ottawa to the Sault, met together in Ottawa last week and pressed upon the government the importance of subsidizing a line running through that part of Ontario which these roads are intended to penetrate as it would really be a colonization road and therefore entitle to consideration at the hands of the government. It is suggested that a single line would serve for all three schemes from Sharbot Lake or some other point west, and that an amalgamation might be effected or equal rights as to running powers be given to each company over the western section referred to. Sir John was interviewed on the subject by the following members of parliament; Messrs O'Brien, Shanley (Walter), Wood, Hickey, Bergin, Haggart, Taylor, and Messrs C.H. Mackintosh, ex MP, Dickinson, ex MP, R.G. Hervey, W.H. Cole, of Brockville and others. The premier promised to consider the matter and consult his colleagues. Recorder

18/05/1887 Ottawa Free Press Ottawa City Passenger

A break down occurred on Sparks street this morning, a wagon axle breaking while crossing the street car railway track near O'Connor street.

18/05/1887 Ottawa Journal Pontiac and Renfrew Bristol

The protection to the iron industry caused by the changes in the tariff made last week have caused quite a stir --

Bristol situated in the county of Pontiac nearly opposite Braeside, being about two miles north of the Ottawa river, and three south of the Pontiac and Pacific railway, preparations on an extensive scale have been under way during the last three months for resuming operations for mining and shipping the ore to the United States. This mine was many years ago developed by the late Mr. Roberts of Charlotte, NY., but since his death has been lying idle. It was recently purchased by three Ottawa capitalists associated with Capt. Symonds, formerly manager for Mr. Roberts. The mine is a very rich one, the ore showing about 65 percent of metallic iron, with no phosphorus or titanic acid. -- There is every facility for working the mine. To provide export accommodation a branch line from the Pontiac and Pacific railway will probably be built, or else a line will be built giving connection with the Ottawa river, where it will be loaded on cars carried on scows. More

20/05/1887 Renfrew Mercury Chalk River Bonnechere bridge

Workmen around the Bonnechere bridge say it is not likely that the iron bridge will be put together until after the season's drive of logs has gone down.

20/05/1887 Ottawa Citizen Ottawa City Passenger

Numerous complaints are made about the condition of the street railway lines. Every street accident that occurs is put down to the lines, and certainly with some amount of justice, as in several places it is impossible to cross the track without making a right angle.

20/05/1887 Ottawa Citizen Canada Atlantic Deep Cut

Several barge loads of lumber have been shipped from the new dock on the Rideau canal near the Canada Atlantic Depot. The dock is nearly completed and will be a great addition to the locality and one which was much needed.

21/05/1887 Ottawa Journal Pontiac & Pacific Junction

A prominent official of the Pontiac and Pacific Junction Railway said in conversation with a Journal reporter today: "The work of constructing the line is going on with unabated energy and a direct line is now finished from Aylmer to Coulonge. The intention of the company is to complete the line and have trains running to Pembroke this fall. The company have just received a new train of cars, including a first class coach, second class and smoking car and a baggage and express car. The cars were all made by Messrs. James Crossen & Co. of Coburg, and are a credit to Canadian manufacture, being all beautifully finished inside in cherry and plush. This passenger train will be running regularly between Aylmer and Coulonge.

The bill at present before the house of Commons provides for the transfer of the Aylmer branch from the C.P.R. to the Pontiac and Pacific Junction Railroad."

21/05/1887 Ottawa Citizen Chaudiere Chaudiere

It is understood that at the meeting of the Directors of the Canada Atlantic Railway to be held on the 31st. inst. the Chaudiere extension question will come up for discussion, the right of way having, it is stated been amicably settled between the company and the property owners.

23/05/1887 Ottawa Journal Maniwaki

The Gatineau Valley Railway is an assured fact at last. The directors met in Montreal on Friday and decided to construct ten miles of the road this summer. Operations near Hull will be commenced by Mr. Beemer, president, within three weeks. The exact route to the point above Ironsides has not yet been settled. Two parties of engineers are now engaged on this work. According to present intentions the line will run along the edge of the river, crossing the C.P.R. at the bend of the Gatineau near the railway bridge or else strike north crossing Gilmour's piling grounds. The details of construction and other matters will be decided, at a special meeting of the directors to be held June 2nd, The road from Ironsides will strike north direct to the Peche. All the necessary legislation has been obtained from the Provincial Legislature. The powers granted enable the company to decide the route, extend the road and amalgamate with other roads. Possibly more than ten miles will be built before fall.

23/05/1887 Ottawa Citizen Pontiac & Pacific Junction

A new train outfit has been received by the Pontiac Pacific Junction Company for the section of road between Aylmer and the Coulonge. It consists of a first class car, a combined smoking and baggage car, and express car. The coaches contain lavatories and closets. They were manufactured in Coburg by Mr. J. Crossen. They will come into use this week.

23/05/1887 *Ottawa Journal* *Tramway* *Little Rapids*

Buckingham - A tram way, some 4,600 feet long, is almost complete leading from the Lieve's banks at the Little Rapide, up the side of the mountain to the Allan (phosphate) mine. The grade is necessarily heavy but it is proposed to run cars by a locomotive of peculiar construction.-- more

25/05/1887 *Ottawa Journal* *Carleton Place* *Britannia*

The railway station is still neglected by the C.P.R. people; no platform - no name - not even a shed to protect from the rain those waiting for the cars.

27/05/1887 *Ottawa Free Press* *Ottawa City Passenger*

A collision between two street cars occurred at Metcalfe Square on Wednesday.--

27/05/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

Bryson - Mr. E. Haydock of Ottawa, proprietor of the great iron mine in Hull, came up by P.P.J. train on Saturday night and got off at Campbell's. His object in visiting the Pontiac is in prospecting.

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A special meeting of the Pontiac County Council was held here last week and a resolution passed calling upon Messrs. Bryson, M.P. and Poupore, M.P.P. to obtain a bonus of \$200,000 for extending the Pontiac and Pacific Railway provided the company will relieve the Pontiac from any alleged obligation to give a bonus and will run the line as far as Allumette Island before crossing the Ottawa river.

28/05/1887 *Ottawa Free Press* *Canada Atlantic*

The Canada Atlantic railway company will add to their rolling stock some magnificent new passenger coaches which will arrive on the 29th inst.

30/05/1887 *Ottawa Journal* *Canada Atlantic*

General Manager Chamberlin of the Canada Atlantic Railway, on Friday, invited some friends to an excursion down the road, and an exceedingly pleasant trip which was had, showed the facilities the line affording a day's outing from the city. To the regular morning express leaving the Elgin street station at 8 a.m. was attached a special car. On board of which a party of twenty ladies and gentlemen made themselves comfortable. More - to Coteau then down the rapids, return by canal. Return to Ottawa from Coteau.

31/05/1887 *Ottawa Citizen* *Pontiac & Pacific Junction* *Vinton*

A new station will shortly be put up at Vinton, on the line of the Pontiac and Pacific Junction Railway. This action of the Company has been brought about by the exertions of Messrs. Alonzo Wright, M.P., George Bryson M.P. and Mr. Cormier M.P.P. who have great faith in Vinton's future, as it is in the centre of a fine farming district.

01/06/1887 *Ottawa Journal* *Canada Atlantic*

In the report of the directors of the Canada Atlantic Railway, the docks at Coteau Landing and Clark's Island are said to be in a fair state of progress and will be pushed forward to completion as rapidly as possible.

01/06/1887 *Ottawa Citizen* *Canada Atlantic*

The annual meeting of the Directors of the Canada Atlantic Railway Company took place yesterday afternoon on Mr. J.R. Booth's office. The report of the Directors for the past year was considered highly satisfactory and financial returns for the six months from 1st. September last showed an advance of 60 per cent over the corresponding six months of last year. The increase in the traffic had been so great that it was recommended that 2,000 new cars be placed on the road. The Chaudiere extension of the road will at once be commenced and finished as soon as possible, the proposed extension being considered a very valuable one. Should the traffic continue to increase in the way it has done the directors will consider the advisability of constructing a double track. The following directors and officers were elected for the current year:- D.C. Linsley, President; G.H. Perley, Vice-President; Wm. Anderson, C.B. Powell, C.J. Booth, E.C. Smith, Guy C. Noble, directors.

01/06/1887 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Extract from C.A.R. directors meeting: The Chaudiere extension of the road will at once be commenced and finished as soon as possible, the proposed extension being considered a very valuable one.

02/06/1887 *The Equity, Bryson* *Pontiac & Pacific Junction*

The engineers are now engaged in grading the line between Coulonge and Black River. Grading, we believe, will be commenced next week, between these two points and the whole work pushed vigorously forward until Black River is reached. Mr. Osler and Mr. Dunn have charge of the locating party.

04/06/1887 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railroad company have ordered two fine first class passenger coaches from the Pullman Car company of Chicago. The cars will be beautifully furnished in plush and mahogany. They will arrive in the city about the middle of June.

04/06/1887 *Ottawa Journal* *Maniwaki*

Mr. H.J. Beemer, of the Gatineau Valley Railway, has a party of some thirty surveyors on the new line. They are now engaged between Hull and the Peche.

06/06/1887 *Ottawa Free Press* *Pontiac & Pacific Junction*

Two trains now run regularly between Aylmer and the Coulonge--

06/06/1887 *Ottawa Free Press* *Canada Atlantic*

The Canada Atlantic railroad company are buying several new cars. They have ordered from Messrs. Crossen & Co. four of the best constructed cars in Canada, and from the Pullman Car company of Chicago, two new first class passenger cars.

06/06/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

Bryson - Rev. Father Ferreri was in Bryson Saturday. He is under the impression that the Pontiac railway authorities will not build a regular station at Vinton inasmuch as it is too close to Campbell's. This rev. gentleman says there is more need for a large station at Vinton than at Campbell's as the volume of trade is much larger.

The engineers are now engaged in locating the line between Coulonge and Black River. Grading will be commenced next week, between the two points, and the whole work pushed vigorously forward until Black River is reached. Mr. Osler and Mr. Dunn have charge of the locating party.

09/06/1887 *Ottawa Journal* *Maniwaki*

The survey of the Gatineau Valley railway will be concluded within two weeks when Mr. H.J. Beemer will be here to direct the commencement of construction.

Uniting the roads.

The purchase of the Aylmer branch of the Canadian Pacific by the Pontiac Railway Co. revives the scheme of bridging the Ottawa to the east of the Suspension bridge, by the Canada Atlantic, and thus making a connection with the Pontiac road and the prospective Gatineau Valley road. In the charter granted the Canada Atlantic permission is given to build a bridge across the Ottawa. Now, it is said, plans of this new structure have been made and the work will commence as soon as the transfer of the Aylmer branch takes place. The bridge, it is understood, will be both a railway and a passenger bridge. By the junction of the two roads at Hull, the Canada Atlantic will be able to tap the Ottawa Valley and the Pontiac people will have a short route to Montreal and the east. A new depot is also spoken of in connection with the prospect.

New Street Car Railway.

Messrs. Aylmard and Platt, New York, contractors, have got the contract for building the Metropolitan street car railway track. The track will be double railed four miles and have single rails and switches for the balance of the distance, six miles. The work will begin as soon as the by-law receives its final reading.

Ontario Pacific. This line of railway which commences at Cornwall and will run to Sault Ste. Marie, will shortly be commenced. All the necessary arrangements have been made and the work of construction will be pushed forward with all possible speed.

The C.P.R. station at Gatineau Point is opened again and there is also a telegraph operator.

New Street Car Railway. The contract for building the new Metropolitan street car railway has been awarded to Messrs. Aylomard and Platt, New York. The work begins when the by-law is passed, and will consist of four miles double rails and single rails and switches for the remaining six miles.

A water tank of unusual size is being built at the railway yards connecting with the line of water pipes at present being laid.

Mr. H.J. Beemer is hiring men to work on the Pontiac & Pacific Junction Railroad above Coulonge, to which point the line is completed.

An accident occurred to our local train Saturday last when running down to connect with the 9.30 p.m. train for Ottawa. By some means or other some cow had obtained means of ingress to the track and having selected a resting place, lay calmly down undisturbed by the approach of the iron horse which was travelling backwards. The tender which of course struck poor "Bossy" first was thrown over partly followed by the engine and passenger car, the engine and tender being considerably damaged, as well as the rails, which were twisted up badly. The fireman had a very narrow escape when the accident happened. He jumped off the engine and at the same moment the ponderous smoke stack, which been torn off, fell within a few feet of him. Providentially however, no one was injured. Perhaps the C.P.R. will look more strictly after the fences and cattle guards now.

The C.P.R. have just completed a cattle shed for the shipment of livestock from this station, but there is no appearance yet of any improvements for the residents, who have sometimes to wait for the trains.

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

The C.A.R. are putting down a new siding from the main line at Bronson's lumber yards. The new brick station house at Coteau will be completed by Monday next.

Seven new locomotives have been placed on the C.A.R. within a short time past. Engine No. 6 of the Canada Atlantic has now been thoroughly repaired and made its trial trip satisfactorily on Saturday night.

The New Tramway. Work on the new street railway will be commenced today. The contractor has all matters so arranged to push on the Elgin Street branch of it with the utmost rapidity.

The Metropolitan Street Railway company have slightly altered their plans. It was intended to have the first commencement on Elgin street, but the practical eye of the contractor argued that as the company must build the main line from Cummins bridge to the Union and C.P.R. [sic] depots it had better commence at the Protestant hospital and turn out on the loops as the work progressed. It is understood that a line tapping Lower Town and New Edinburgh via Dalhousie street will be applied for.

The Ottawa Street Railway Co. have two new cars on their line. The new cars are far ahead of the old ones, and were purchased from the Stephenson Car Co. of New York.

The Metropolitan Street Railway Company have got all their stock ordered. The Canadian firms have had considerable orders and the first supply of cars came from New Jersey.

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

The remains of a broken down lumber wagon rested on Sappers Bridge yesterday afternoon. It was minus a wheel thanks to the street car track.

Meeting of the Locomotive Engineers - full account of the meeting.

30/06/1887 *Ottawa Journal* *Winchester* *Smiths Falls*

The plans for the new station at Smiths Falls have been finally settled. The main building will be 110 feet long, with wings at each end, making it in all 135 feet. There will be three waiting rooms, general, first class and ladies. There will be a number of offices in the building. At present it appears as if the building material would be wood throughout.

01/07/1887 *Perth Courier* *Westport*

Hervey asks for Government Grant of \$3,200 per mile

R.J. Harvey of the BW&SSM says that if the government will grant the road of subsidy of \$3,200 per mile, the capital is guaranteed in New York to push work through to the Sault without delay.

04/07/1887 *Ottawa Free Press* *Metropolitan Street*

It is understood that work on the Metropolitan Street railway is only being delayed by the early arrival of the steel rails. As soon as the rails, which are ordered from Hamilton and London, arrive, work will be pushed forward, and there is no doubt, Mayor Stewart states, but that the main line will be ready by Sept 15.

04/07/1887 *Ottawa Journal* *Carleton Place* *silk*

A carload of silk en route to New York from Japan passed through here on the C.P.R. a few days ago.

04/07/1887 *Ottawa Journal* *Winchester* *Smiths Falls*

With the completion of the Smiths Falls Air-line of the C.P.R., which will be in about a month, Smiths Falls becomes a divisional centre between Montreal and Toronto. This will necessitate changing of trains and train hands, and as a consequence many of the latter will take up residence here. Already, two train men, at present living in Carleton Place, have rented houses in town.

05/07/1887 *Ottawa Journal* *Maniwaki*

It is definitely announced that the work of construction on the Gatineau Valley will be commenced within three weeks. Ten miles of track, it is estimated, will be laid this year. The rails for this distance have already reached Montreal and Mr. H.J. Beemer is making arrangements to secure laborers. A staff of about thirty engineers under the direction of Mr. Harris, have been out for two months. Their final reports are now coming in, and a meeting of the directors will be held next week to adopt the route. Two district surveys are just about completed. The profiles have been prepared for the road, extending from Hull and passing through Ironsides, Chelsea and Meech's Lake.

The Latest Survey

is from a point south of the C.P.R. bridge over the Gatineau river, running through Gilmour's piling ground and keeping the river route to the Peche twenty miles distant. Mr. Mullary is busily engaged at present negotiating for the right of way. His labors have proved very successful. The farmers along the river route expressing a desire to make favorable settlement with the company. If the route from the Gatineau bridge is accepted the Junction will be east of the Hull station; but should the road run through Chelsea the C.P.R. station in Hull will be used.

06/07/1887 *Ottawa Journal* *Metropolitan Street*

The rails necessary for the construction of the Metropolitan street railway have been ordered and as soon as they arrive the work of construction will begin. Some of the rails have been ordered from England.

07/07/1887 *Ottawa Journal* *Chalk River* *Cobden*

Saturday afternoon last a considerable train whose sole cargo was a mass of wreckage came slowly into town over the bridge and down the grade. Two bells were ringing, one from the live engine in front, and the other from a dead dismantled engine in the centre. There had been a collision in Cobden on the previous Thursday and these were the remnants which the active wrecking gang had picked up. That day a train arrived down from Pembroke and was to cross the up mixed. There was some shunting to be done, but the driver said he would wait until the mixed was out of the way. He left the engine in charge of his fireman with the caution not to move, then he stepped off to go into the station for a drink of water. In a minute or two a brakeman came flying over the cars and shouted to the fireman to pull ahead. What it was that induced the young man to disobey the orders of his superior officer we leave to the psychologist, but disobey he did. Not only did he give her steam but he pulled the throttle wide open, and then almost instantly he fell in a sound sleep, from which he could not be roused by the shouts of the people nor the terrible screeches of the approaching locomotive. The wide awake men on each train jumped for their lives and into the jaws of death each locomotive plunged with that unarousable sleeper at the throttle in the last quarter of a race with the Seven Sleepers. The shock was like an unabridged Charleston earthquake and the engines and several of the cars were in an instant a heap of irrecoverable ruins. While the fireman lay outstretched in an adjacent field. When they ran to him they found him uninjured, but in response to the pressing inquiries as to why he had done it he answered that his mind was a perfect blank. All that he could remember was hearing a command and obeying it. The poor fellow felt his condition keenly. Carleton Place Central Canadian.

07/07/1887 *Ottawa Journal* *Pontiac and Renfrew* *Bristol*

The material for the construction of smelting works is being laid down at Billerica, for the Bristol. There are now about 50 workmen employed at the mine in charge of Capt. Symonds, who is one of the shareholders. Equity, also in the Renfrew Mercury 1 July.

07/07/1887 *Ottawa Journal* *Pontiac & Pacific Junction* *Parkers*

Eardley - a little excitement was noticed lately on account of the removal of a station on the P.P.J. R'y. from Black Bay to Parkers, being more central between "Quyon" and "Breckenridge". The men in the vicinity of Parkers turned out to help with the work and got it removed to position and the flag floating on Queen's jubilee 30th ult.

07/07/1887 *Ottawa Journal* *Maniwaki* *Cascades*

The engineering operations for the track of the Gatineau Valley Railroad have engineered as far as Cascades. Last Thursday the 3rd connection line with the hundred feet pickets was down and work will be commenced by the 15th or 20th of July.

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

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

09/07/1887 *Ottawa Free Press* *Winchester* *Smiths Falls*

The C.P.R. company has definitely decided to build a new station house at Smiths Falls. It will be over one hundred feet long and will be provided with handsome waiting rooms and modern conveniences.

14/07/1887 *Ottawa Journal* *Canada Atlantic* *Coteau*

Description of a press excursion to Montreal over the Canada Atlantic to Coteau and then through the St. Lawrence Rapids to Montreal.

Double Tracking of Grand Trunk Railway

Men are at work at three points on the double tracking operations of the GTR between Montreal and Toronto viz. between York and Scarboro, 3½ miles. There is already a double line between the city and York stations, 7½ miles. Before the close of the season, there will be 11 miles of double track from Toronto eastward. The other points are Gananoque to Lansdowne 9 miles, and from Coteau Landing to Montreal 36 miles. This is all of the double tracking to be done this year, about 52½ miles. The work will be resumed next year, and by the end of the third year, the whole distance will be covered between Toronto and Montreal.

14/07/1887 *The Equity, Bryson* *Pontiac & Pacific Junction*

We would like very much to know why the extension of the P. & P. J. os not being commenced. Hve all the resources of the company been transferred to the Gatineau Valley road?

16/07/1887 *Ottawa Journal* *Tramway* *Little Rapids*

Buckingham - The new tramway at Mr. W.A. Allan's boss mine, the Little Rapids, is now in complete working order. On Saturday 60 tons of phosphate were sent down from the mine, a distance of 6,000 feet and safely loaded on a scow in a few hours. The engine designed by Mr. Geo. Smith, the manager, is found equal to the somewhat heavy grades.

21/07/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

The Pontiac and Pacific Railroad Company have called for tenders for the construction of ten miles of road from the Coulonge river, west.

22/07/1887 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railroad Co. expect a new train of passenger cars which were ordered about three months ago, to arrive in the city by the 18th of August. The cars will be among the finest ever turned out by the Crossen Car Co. of Coburg.

22/07/1887 *Ottawa Journal* *Belleville* *Perth car shop*

The car shops are working in a very satisfactory way; cars being turned out at the rate of five or six per day and cheaper than they can be bought elsewhere. Formerly the iron was sent from the Montreal shops and charged at prices which made the Montreal shops appear to pay well and while those at Perth did not. Now the cars are built from the rail at Perth and the company find that they can save money by having them built here.

22/07/1887 *Ottawa Free Press* *Canada Atlantic* *locomotive*

Mr. Chamberlain, general manager of the Canada Atlantic railway, expects a complete new train of cars for the Montreal service at the end of the month. This company, with their usual enterprise, are making very large additions to their rolling stock. They have recently received six new engines and are sending out orders for more.

23/07/1887 *Ottawa Free Press* *Canada Atlantic*

The strains of lively music at the Canada Atlantic railway station at the early hour of six this morning announced the fact that several hundred jolly railroaders, employed on that popular line, were about to depart on their annual picnic on Clark's Island, St. Lawrence River, opposite Coteau Landing. Half an hour later, fifteen first class cars, filled with nearly a thousand pleasure seekers, rolled out of the station, amidst the shrieking of several locomotives in the yard and the music of Barrett's fine band. --

23/07/1887 *Ottawa Journal* *Pontiac and Renfrew* *Bristol*

Long article entitled "Ottawa Valley Iron".

The Bristol iron mine in Pontiac County, some forty-five miles from Ottawa, are rapidly being put into working order and their product will be for sale next season. For the present it is not contemplated to erect blast furnaces. The iron ore will be mined and shipped to Cleveland. ---

The Bristol mine was first opened in January 1873, and the work continued with eight or nine men until September. The ore raised during that time amounted to about 4,000 tons and still lies at the mine awaiting shipment.

In 1881 the mine was in the hands of Mr. A.H. Baldwin, who also owned the Forsythe mine. Mr. Baldwin subsequently sold the property to Colonel Roberts, of Charlotte, and it was some time operated jointly by that gentleman and Captain C.C. Symonds, an old and experienced Cornwall (England) and Lake Superior mine Captain. Colonel Roberts dying, operations were suspended until December 1886, when the property was acquired by a wealthy and influential syndicate composed of the following gentlemen: Mr. Robert Blackburn, of Ottawa, retired merchant and extensive miner and exporter of phosphates. Mr. Hiram Robinson of Ottawa, president of the Upper Ottawa Improvement Company and one of the principal owners of the Kingston and Pembroke iron mines properties, Mr. Chas. Magee, largely interested in Ottawa real estate, and vice-president of the Bank of Ottawa, and Mr. Symonds, above referred to.

The property controlled by the syndicate consists of 400 acres -- quality, quantity, sulphur--

To the north, a distance of only 2 1/2 miles runs the Pontiac Pacific Railroad connecting with the Canadian Pacific and running into Ottawa, thence direct to Prescott or Brockville on the St. Lawrence River. It is understood the Pontiac Pacific is willing to run a switch to the mines upon certain conditions as to shipment. Another valuable connection would be to the Canadian Pacific direct, which could be reached by a tramway running south easterly 1 3/4 miles, thence by ferry across the Ottawa river to Braeside, on the Canadian Pacific, reaching the St. Lawrence at Brockville. At either of the above points on the St. Lawrence river, barges and schooners can be loaded direct for Cleveland and Lake Erie ports. Crossing the St. Lawrence, rail connections can be had to New York and Pennsylvania furnaces. The distances to market are as follows: From the mines to Billerica on the Pontiac Pacific Railway 2 1/2 miles, from Billerica to Ottawa 40 miles, Ottawa to Prescott 51 miles, Prescott to Cleveland 412 miles, total 535 1/2 miles. The route to Braeside and the Canadian pacific Railway is about the same. -- more.

The Canada Atlantic Railway Company's employee excursion on Saturday was a decided success. The train which was gaily decorated with flags and streamers started from the Chaudiere picking up many of the employees on the way to the Elgin Street Depot. Here, the majority of the passengers, to the number of some 700, got on board, and after a selection from Barrett's band, which accompanied the excursion, the party started at 6.30 a.m. o'clock on their long day's outing. A glimpse through the long line of thirteen cars showed the preparations that had been made for an enjoyable day. Many of the men had furnished baskets, minnows and rods, and though no fish were seen, there will doubtless be the usual number of fish stories. Some had prepared to play cricket, and nearly all had their sweethearts or wives with the usual number of picnic baskets. All down the line at the point the cars stopped at fresh numbers got on board, and by the time Coteau had been reached, at 9.45, the number of pleasure seekers exceeded 800. In but few minutes, the whole party, augmented by some 250 from Coteau, were on board the Transfer which was waiting for them, and which, in the course of half an hour, took them past several of the beautiful islands of the St. Lawrence and landed them at their destination, Clarke Island. The trip across, with the music of the band and beautiful sun and breeze, was much enjoyed. Arrived on the island to find the excellent preparation that had been made by the committee for the party consisted of two large marquees and a number of small tents. The largest marquee was devoted to those who had not brought provisions with them, and here lengthy tables were laid out and an excellent meal could be had for the modest sum of 25 cents. The other marquee was provided with a large platform and band stand, and here many dancers enjoyed themselves to the strains of Barrett's string band. The other tents were occupied by the baseballers, lacrosse players and runners. It being, by this time about lunch time, the various groups found shelter under the trees by the river and lunch baskets were opened out, many of the enthusiastic anglers however being tempted to at once try the beautiful waters of the St. Lawrence. The first item of the long list of games and sports on the programme to start was the

BASEBALL MATCH

...

VALLEYFIELD LACROSS TEAM

...

After the lacrosse match the company started home and were once more marshalled on the Transfer, all hands being delighted with the visit to the island, and many evincing a desire to stay a few more hours. On the train it was plain to be seen that they had had a long enough days amusement for much of the company took advantage of the first class carriages to indulge in a sleep to wake up and say good night to their friends at the different stations as they got off. The train arrives at the depot at 10.45 and the passengers went home to renew the reminiscences of an enjoyable day's picnic. But one thing occurred to mar the pleasure and that was that a lady named Mrs. Hill was taken ill on the way home and had to be seen by a doctor at Coteau, who relieved the feelings of all present by saying that there was no danger, the attack of faintness being caused by the heat. Too much praise cannot be given to the gentlemen who arranged the excursion and carried it off so successfully. It was a great boon to the general public to be allowed to join and the committee must be thanked for the uniform courtesy that was shown to everyone of the company.

25/07/1887 *Ottawa Journal**Canada Atlantic*

Thirteen first class cars with fully eight hundred excursionists. Long article on Canada Atlantic excursion to Clark's Island. First annual picnic of the CAR employees.

27/07/1887 *Ottawa Free Press**Canada Atlantic*

A cow was struck by a yard locomotive of the Canada Atlantic railway last evening. The animal met its death at the rock cut west of Bank street.

27/07/1887 *Ottawa Journal**Chaudiere**Chaudiere*

The stone cutting yards at the Canada Atlantic Railroad station, which have been used up to the present by Mr. A. Charlebois, the contractor for the new departmental building, will be deserted next week, the stonework for the new building having been completed.

28/07/1887 *The Equity, Bryson**Maniwaki*

The Aylmer Times says a large force of men will commence the work of construction on the Gatineau Valley Railway in about two weeks. Twenty-two thousand ties are at the Peche village ready for tracklaying. There is also a quantity near the city of Hull.

28/07/1887 *Ottawa Journal**Carleton Place**Union depot*

The Canadian Pacific Railroad Company have commenced to make a small addition to their freight sheds at the Union depot for the accommodation of small freight.

29/07/1887 *Ottawa Free Press**Winchester**De Beaujeu*

The work of erecting the new station house at the junction of the new short line and the C.A.R. is progressing favorably. The building will be completed before the autumn season.

29/07/1887 *Ottawa Free Press**Ottawa City Passenger*

The new street car tracks which are being laid down near Church street to the Queen's wharf, on Sussex street, will be completed in a few days.

30/07/1887 *Ottawa Journal**Pontiac & Pacific Junction*

Tenders for the construction of ten miles of the Pontiac and Pacific Junction Railway close today.

03/08/1887 *Ottawa Citizen**Canada Atlantic*

The Canada Atlantic Railway has two new passenger cars en route from Pullman.

04/08/1887 *Ottawa Free Press**Winchester*

The first through freight train on the Smiths Falls Short Line passed through Kemptville on Friday last and made the run in good time. The station at Merrickville is almost completed.

05/08/1887 *Ottawa Journal**Maniwaki*

The work of surveying the new proposed line of the Gatineau Valley Railroad is being continued with energy, and it is expected that the survey will be completed towards the end of September.

05/08/1887 *Ottawa Journal**Tramway**High Rock Phosphate Mine*

Article entitled "A Pleasant trip"

High Rock mine - right overhead the mountain is pierced to its summit and large buckets were continually going up and down carrying at each trip about a ton of phosphate to the opening at the summit. These buckets are worked by machinery and the distance from the bottom of the mine to the opening at the summit is about 100 feet. After inspecting the interior of the mine we retraced our steps to the mouth of the pit, where we boarded a car and were whisked up the steep slope of the mountain to the summit, where the works of the company are. These cars are worked by wire cable run by machinery at the summit of the mountain. We were surprised to learn that about 600 tons of phosphate are taken out of this mine every day, and that a gang of 150 men are continuously employed and nearly double that number could be employed were it not for the scarcity of men which Mr. Pickford informed us had considerably handicapped the company this season. We then enjoyed a pleasant ride down the side of the mountain in a car worked by brake only. The car flew around sharp curves down steep inclines, at a rapid rate, making the trip thoroughly exciting and enjoyable. -- returned to Ottawa by train.

08/08/1887 Ottawa Journal Winchester

The official car "Metapedia" [sic] arrived at the Union station on Saturday afternoon from Smiths Falls and was taken to Montreal by the Toronto express at 5.30 p.m. The "Metapedia" had on board General Superintendent C.W.S. Spencer, T. Ridout, government inspector, Messrs. Peterson, Lumsden and Armstrong with their assistants. The party had made a trip of inspection over the new Short Line from Montreal to Smiths Falls.

09/08/1887 Ottawa Journal Maniwaki

From Up the Gatineau --

"Did you see any indication of the Gatineau Valley railroad construction?"

"Yes, the company have some eighteen or twenty thousand ties at the Peche, which will be used in the construction. The line is now located definitely as far as the Peche and ready to have the work of construction tendered for. --

09/08/1887 Ottawa Journal Chaudiere Elgin street

The Canada Atlantic Railway Company are now running all their regular trains to the station at the Chaudiere instead of as formerly only stopping at the Elgin street depot.

09/08/1887 Ottawa Journal Carleton Place Union depot chaudiere

A yard engine and freight car got off the track at the Union Station yesterday afternoon. The mishap occurred on the Y used for turning down passenger trains. When the Toronto express boomed along on time as usual at 5.25 p.m. the cars had to be shunted severally in the yard and the engine turned on a table. Very few minutes were lost in the operation.

10/08/1887 Ottawa Free Press Chaudiere Chaudiere

The rails for the Chaudiere extension of the C.A.R. have arrived and the line will be completed this fall. A handsome new station will be built on the Flats and it is probable that a considerable amount of freight will be despatched from the new Headquarters. The offices will also be removed.

10/08/1887 Ottawa Journal Maniwaki

The Gatineau Valley Railroad Company have a large gang of men at the Peche removing some thirty thousand ties to be used in the construction of their line from the water, and distributing them along that part of the line already graded. The ties were cut above the Desert and rafted to the Peche.

10/08/1887 Ottawa Journal Winchester

Mr. C.W. Spencer, general superintendent of the eastern division of the Canadian Pacific Railway, was in town today. He went over the Short Line Railway yesterday on a special and is well satisfied with his experiences between Montreal and Smiths Falls. He found the road to be in first class condition. On the way a test run was made, the special covering 62 miles in one hour. This is marvelous speed. One third of the station houses have been built. Speaking to a Journal reporter today he said:

"The train service over this line goes into effect Monday, and will be as perfect as possible. The equipment will be first class while the run from Montreal to Smiths Falls will be done in two hours and forty-five minutes schedule time. Ottawa will not suffer through the construction of the Short Line. It is true the Toronto trains will go south of Ottawa, but the Atlantic and Pacific expresses as well as the western freight traffic will continue to come this way. I have made an arrangement whereby a Pullman and a first class car will run from here every night direct to Toronto, connecting at Smiths Falls with the Montreal section.

10/08/1887 New York Times New York Central

PHILADELPHIA, Aug. 9.--Contractor L.M. Shute, of this city, and those interested with him are preparing to continue the work of constructing the Ontario Pacific Railroad. The line has been located from Cornwall to Perth and Ottawa, and preliminary surveys made to Sault Ste.Marie, a distance of over 700miles. The new road expects to connect with the Northern Pacific at Sault Ste.Marie, and by the bridge at Cornwall it intends to secure an outlet to the cities of the Atlantic coast. Subsidies have been granted by the Government and municipalities amounting to \$5,700 per mile. In two weeks a representative of the road will leave for London to negotiate \$14,000,000 of bonds. It is said the Grand Trunk and Midland Railway Companies have withdrawn their antagonism to the new project, and will give it their support.

12/08/1887 Ottawa Journal Tramway Little Rock

Accident to a member of the Geological Survey and party. Visited Little Rock mine, above Buckingham in the morning, and returned in the afternoon on a tram car, which was loaded with phosphate. About half a mile above Buckingham the track is steeply grades, the brake refused to work and the car jumped the track.--

12/08/1887 Renfrew Mercury Kingston (CP)

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

13/08/1887 Ottawa Citizen Lachute

A new timetable will shortly come into effect on the Canadian Pacific Railway. The local train which leaves Montreal in the morning for Ottawa, arriving here at 11.35 a.m. and the 4.20 p.m. train from Ottawa to Montreal will be abolished as soon as the Smiths Falls short line railway comes into operation. The train leaves Ottawa at 8 o'clock in the forenoon and returns in the evening, and the through Winnipeg express will be the only remaining one on the line. To obviate any inconvenience it is proposed to put on a steamer between Ottawa and Grenville.

13/08/1887 Ottawa Citizen Winchester

Short line not yet in operation - see entry for Lachute sub. same day.

16/08/1887 Ottawa Free Press Aylmer branch Aylmer

There is much sore feeling among the Aylmer people owing to the change of train on the C.P.R. Instead of as heretofore, four trains, there are only two trains to and from Ottawa, the one which leaves the Union depot at 9.30 a.m. returning at 3.40 p.m. to Ottawa, and the evening train. The inhabitants intend to petition superintendent Spencer on the matter.

16/08/1887 Ottawa Free Press Winchester

The first through trains on the new air line between Toronto and Montreal via the Smiths Falls branch, arrived in Montreal at 3.15 a.m. and 8.15 p.m. yesterday, being exactly on time. This marks the inauguration of the new route between the Canadian Metropolis in the East and the Queen City of the West. Mr. C.W. Spencer, acting superintendent, was on the first train, which was crowded with passengers who were delighted with the speed of the train, a mile a minute. Other officials of the road were also aboard, and much enthusiasm was manifested along the route by residents as the trains rolled by. In future all trains from Montreal to Toronto will run over the new line, but trains for the Pacific coast will go via Ottawa as usual.

16/08/1887 Ottawa Citizen Pontiac & Pacific Junction

It is understood that the contract for the construction of a ten mile section of the Pontiac and Pacific Railway has been awarded to Mr. Johnson of the Eastern Townships. At present the work is graded to the Coulonge River, about two miles above Coulonge village, and the present contract takes in that section of territory north west of this point. The contract for the masonry of the bridge across the river has been awarded to Mr. James Morrison of this city.

From every quarter we hear complaints against the new time table which went into operation on the Canadian Pacific Railway yesterday. The residents of towns and villages along the north shore, between Montreal and Ottawa, are as cross as the "bear with a sore paw", the Aylmer people and more particularly the transients, discuss nothing else and are looking for the men who did the mischief. They hold that the branch is the best paying section of the entire C.P.R. system, and can't understand why the service should be cut down one half the number of trains arriving and departing. The sojourners at Britannia are loud in their demands for a morning train from Ottawa to Britannia. As the arrangement now stands the housekeeper can get into market at 9 o'clock, or thereabouts, all right, but they are obliged to remain in the city until after three o'clock p.m. before catching another train. This could easily be rectified without entailing any extra expenditure by allowing the 11 o'clock train to stop at Britannia. The citizens generally complain of one train between the city and Montreal being taken off, and as an old resident suggested in this connection yesterday that this could be obviated by a special being run from Ottawa to Kemptville, a distance of 21 miles, to connect with the through express from Toronto.

17/08/1887 *Ottawa Journal**Canada Atlantic**shop*

The Canada Atlantic Railroad Company have ordered from the Wagner Car Company a fine train of passenger cars, which will arrive in the city about the 25th. The first class cars are models of perfection. The sleepers are the best kind turned out by the Wagner Car Company. They are all inlaid with rosewood and cherry and will be lighted by electric light. There will be eighteen incandescent electric lights in each car. This will be the first train of cars in Canada that will be lighted by electric light. In addition to lighting the inside of the cars the company have introduced a new feature which is a great improvement on the old style, and will prevent many serious accidents. Many accidents have been caused by people coming out of a well lighted car on to a dark platform and alighting at a way station in the dark. To prevent accidents of this kind the C.A.R. company will supply their sleepers which are lighted with electric light, with a light on the platform of each car. When the train is running the light will not be burning but as soon as the train stops at the station the conductor, by pressing a button, lights these lights on the platforms of the cars, and by this light passengers are enabled to alight at any station without danger of an accident in the darkness. For this new train the company have sent to Germany to the famous Krupp, manufactory for the new style of wheels, which, it is claimed, will never break, and this claim is endorsed by the German government.

18/08/1887 *Ottawa Journal**Canada Atlantic*

The new train which will shortly be placed on the Canada Atlantic Railroad will run between Ottawa and Montreal.

19/08/1887 *Cornwall Freeholder**Winchester*

On Monday the new short line of the Canadian Pacific railway in Smiths Falls was opened for traffic and regular passenger trains comenced running. The road is 126 miles long and was built to give the Canadian Pacific a shorter route between Montreal and Toronto than by way of Ottawa, which has been in use for several years. The road is first class in every particular and has no superior on the continent. It is intended that through trains will make a speed of 40 to 50 miles an hour and the time between the two great centres be reduced very materially. It passes through a considerable section of Glengarry, Stormont and Dundas and will give the people of these counties greater railway facilities than they have heretofore enjoyed, and no doubt considerably enhance the value of their property. The road runs either through or close to the following towns and settlements - Peveril, Glen Norman, Glen Nevis, Glenroy, Green Valley, Loch Garry, Apple Hill, Gravel Hill, Monkland, Avonmore, South Finch, Chesterville and West Winchester. The new road is only 14 miles from Cornwall, in the front of Roxborough, and we hope soon to see the town connected with the great National highway.

19/08/1887 *Ottawa Citizen**Aylmer branch**Aylmer*

Aylmerites Kick. Account of a public meeting held to protest the cutting down of service on the CPR. If the village wanted to be vindictive it might compel the railway company to make crossings and do other work, open up streets etc.. Deputation appointed to go to Montreal. The railroad company did not own the whole earth.

23/08/1887 *Ottawa Free Press**Aylmer branch**Aylmer*

Mr. Moses Holt has started to run a bus line between Aylmer and Ottawa since the timetable on the C.P.R. has been changed. The bus line enterprise has been subscribed to by about two hundred citizens of Aylmer. The buses leave Aylmer at 10:40 each morning.

24/08/1887 *Ottawa Free Press**Carleton Place**Chaudiere*

One of the engines at the round house at the C.P.R. depot came sliding down to the turntable today and pitched quietly in. It took a gang of workmen some little time to "jack" it out again. It appears that after having been cleaned the throttle valve of the locomotive had been left open and this caused the occurrence.

26/08/1887 *Ottawa Journal**Portage du Fort and Bristol Branch*

The Portage du Fort and Bristol Councils have passed a resolution asking the Quebec government for aid for a railway from a point west of Quyon to Portage.

01/09/1887 *Rideau Record**Westport*

Work Comes to a Standstill on BW&SSM
BW&SSM. Work on this line has stopped, the sub-contractors have been sold out by the sheriff, judgments have been obtained against the company and the whole affair appears to have come to a stand still. Mr. Hervey, the contractor...says: there are no new developments concerning the work..

02/09/1887 *The Equity, Bryson**Pontiac & Pacific Junction*

Account of an excursion from Atlmer to Coulonge the previous Saturday - illegible.

06/09/1887 *Ottawa Journal**Canada Atlantic*

The Canada Atlantic Railroad company are having a large number of their box freight cars repainted and lettered anew. The work is being done in the car sheds, at the Elgin street depot.

08/09/1887 *Ottawa Journal**Canada Atlantic**shop*

The Canada Atlantic Railway, have received from the Pullman Car Company of Pullman, IL, a new and magnificent train of passenger coaches. The train consists of a baggage and mail car, three first class and two second class cars. The cars are some of the finest ever turned out by that company. Messrs. Ahearn and Soper, electricians of this city, are now engaged in placing incandescent electric lights in all the first class cars, and on the platforms of all the cars in the train. Each car will be lighted with eight lights, with one on each platform outside the car. When the train is in motion the lights on the platform will not be lit but as soon as the train arrives at a station the conductor by pressing a button lights all the lights on the platforms, thus affording abundant illumination for the passengers coming from a well lighted car to leave the train without any danger of accident. The power required for running the dynamo which supplies the electric current will be obtained from the locomotive.

This train. The first ever in Canada to be lighted by electric light will run between Ottawa and Montreal. When the work of placing the electric lights and apparatus is completed, it is the intention of the General Freight and Passenger Agent, Mr. Percy R. Todd, to make a trial trip with the car to Coteau.

08/09/1887 *The Equity, Bryson**Pontiac & Pacific Junction*

The P. & P. J. Railway commenced running through trains to Ottawa on Monday last. The Co. having arranged with the C.P.R. to run over the Aylmer branch. This will be a great convenience to the travelling public of the Pontiac.

09/09/1887 Renfrew Mercury Chalk River Bonnechere bridge

The workmanship in the masonry of the new C.P.R. bridge over the Bonnechere at this village is well worthy of inspection.

09/09/1887 Perth Courier Westport

Work Resumes on B&W by Webster & Whelan
B&W Work was resumed on the B&W on Monday by Webster & Whelan, contractors.

10/09/1887 Ottawa Citizen Pontiac and Renfrew Bristol

The Bristol Iron Company, with a capital of \$200,000, is making application to parliament for Letters Patent of Incorporation, The corporation are principally Ottawa capitalists among whom are Messrs. Robert Blackburn, Charles Magee, Hiram Robinson, C.C. Simons and A. French.

11/09/1887 Ottawa Journal Chaudiere Chaudiere

Mr. G.A. Mountain, engineer of the Canada Atlantic Railway, has completed plans for the extension of that company's line across the Ottawa river to Hull. The extension has been surveyed and definitely located from the corner of the Richmond road and Broad street to the square off Bridge street, where Ahearn & Co.'s blacksmith shop now stands. This would, of course give the company an entrance into all the lumber yards on the Chaudiere, but the company desire, in addition, to have their line run into the extensive lumber yards of the E.B. Manufacturing Company and Messrs. Hurdman and Co. which are on the Hull side of the river.

It was first proposed to bridge the Ottawa from a point between Messrs. J.R. Booth's and Perley & Pattee's saw mills on the Ontario side and Messrs. Hurdman & Co.'s property on the Quebec side of the river but it was concluded that this would be too expensive, the span being very wide and the difficulty of construction much greater than it would be further away from the falls. Mr. Mountain's new plans are for the construction of the line from the square off Bridge street to the Ontario shore of the river back of McKay & Co.'s flour mills, and then to build an iron truss bridge across the river from a point about one hundred feet below the present Suspension bridge to the Quebec shore.

The present intention is to complete the extension of the lines to the Ottawa side and lumber yards early in the spring and it is hoped that before next fall the Ottawa river will be dredged and the line completed into the city of Hull.

The reason the company's officials give for the extension of the line across the Ottawa river is of course to tap the lumber yards on the Quebec side, but it is understood there is a further objective in mind. It has always been the intention of the Canada Atlantic people to have a line to Sault Ste. Marie to compete for the western freight carrying business, and it is rumored that the real object of the Company in bridging the Ottawa is to connect their line with the Pontiac & Pacific Junction Railway at Hull. This is provided the Pontiac & Pacific can buy the Aylmer branch and get into Hull. If not the Canada Atlantic would run their line to Aylmer and there connect with the Pontiac & Pacific, which will by next year be completed to the Sault.

(Date may be wrong)

12/09/1887 Ottawa Citizen Pontiac and Renfrew Bristol

The Bristol Iron Mining Company, which as stated in Saturday's issue are making application for Letters Patent of Incorporation, intend proceeding with the development of their mines immediately. The necessary machinery for the mining of the ore is being placed in position, and will soon be ready to put in motion. The company, for the present, will commence operations in a moderate way, but will give employment to quite a number of men. Mining will be carried on throughout the winter months, the ore being shipped to the most profitable markets. The company are now negotiating with the Pontiac and Pacific Junction Railway, with a view of having a branch extended from the main track to the mines, a distance of about two and a half miles, but no definite arrangements have yet been made. The importance of offering facilities for the transportation of the bulky freight which the development of the mines must furnish, will no doubt lead the authorities to offer every encouragement. Should the new venture be attended with the measure of successes the promoters anticipate, they have on the card, as among the probabilities, a scheme for the erection of smelting works in this city. Its natural facilities make this inevitable, and being surrounded on all sides with untold mineral treasures, it would not be at all surprising if, in the near future, the manufacture of iron would be one of the most valuable of her exports. The proposed smelting works might possibly form the nucleus of a collection of industries for which iron and steel furnish the raw material. The management of the new company has been entrusted to Capt. Simmonds, a man of wide experience and full of energy. The property was purchased from the Roberts estate and covers about 400 acres. The veins already open yield a large percentage of iron ore and can be worked profitably, so that the new enterprise starts out under favourable auspices.

13/09/1887 Athens Reporter Westport

B&W buys Lots in Brockville At a meeting of the Brockville town council on the 7th instant, the Brockville and Westport Railway applied for certain lots in the town required by the Company. The council agreed to sell at the price suggested by Mr. Smellie.

17/09/1887 Ottawa Citizen Other

Very detailed article on suburban Ottawa.
- the old Stewart homestead was demolished when the Canada Atlantic station was built.

19/09/1887 Ottawa Free Press Metropolitan Street

The 15th. inst is passed and the exhibition come, but when and oh! where is the Metropolitan street railway.

21/09/1887 Ottawa Free Press Canada Atlantic locomotive

Locomotives Nos. 1, 2, 3, 4 and 7 have been sold by the Canada Atlantic railway to the Montreal and Sorel R.R. and will be fitted up in the shops before being sent to the latter road.

Two locomotives of the C.A.R. have been sent to St. Albans, Vt. for repairs. The old "No. 8", the cab of which was burned off accidentally at Coteau Landing, will hereafter be known as locomotive "A".

Three new locomotives, constructed in Providence R.I., have arrived for use on the Canada Atlantic. One is a shifting engine, and the other two will be used on the main line. The former will be placed on the eastern division and the latter on the western division.

21/09/1887 Ottawa Free Press Canada Atlantic Elgin Street wood

The C.A.R. are procuring a new patent coal crane from the United States for use in hoisting fuel at the Elgin street station on locomotive tenders.

22/09/1887 Ottawa Citizen Winchester Smiths Falls

The new station at Smiths Falls is now nearing completion. It is a substantial and handsome structure and lends a dignified appearance to that thriving little village.

22/09/1887 Ottawa Citizen Canada Atlantic Elgin Street wood

Coal Crane. The C.A.R. is procuring a new patent coal crane for use at the Elgin Street station.

26/09/1887 Ottawa Journal Pontiac & Pacific Junction

The work of construction on the line of the Pontiac and Pacific Railroad is progressing favorably. Over two miles of track are graded beyond Coulonge river and four stone piers have been built for the bridge across the river. The line will be completed to Pembroke next spring.

"What are the prospects of the new street railway?" asked a Citizen reporter of Mr. Thomas Wallace yesterday.

"The prospects are all right," replied the New Yorker, "Part of the line will be laid on Rideau and Elgin Streets this fall, and the work will be well under way before the first snow falls. I am now in active correspondence on the subject and you will shortly see a good start made in earnest".

Narrow Escape.

PART OF A CANADA ATLANTIC TRAIN DERAILED AND BURNED.

Bush Fires Injure the Track Near Eastman's, Deraile the Express and Burn Four cars - The Passengers Shaken Up, and Some Mail Lost

Some excitement prevailed in the city last evening when it was rumored that the 4:50 p.m. express to Montreal on the Canada Atlantic had met with an accident and some of the cars had been burned. A number of people gathered at the Elgin street depot enquiring after news from the scene of the accident. About eight o'clock a special train with three doctor, stretchers and other necessaries for injured people left the Canada Atlantic station. On its return some time later the particulars of the accident were learned.

It appears that the train left Ottawa on time as usual at 4.50 p. m., and was composed of an engine and tender, baggage car, smoker and mail car, second class car, a first class car and a Pullman. There were in all about one hundred passengers on board. After passing Eastman's Springs, the train was bowling along at the rate of about 25 miles an hour when the train slowed up, and it was evident that the brakes had been put down. Almost instantly the cars left the track and bounded over the ties, and then settled down on one side without turning altogether on their sides. There was at once great excitement among the passengers some climbed to the doors others made for the windows and in a short time the cars were empty. Dense smoke prevailed, and the flames from bush fires were close at hand.

The engine tender and baggage car seemed to have got over the break all right and were standing a short distance ahead. The Pullman, first class, second class, mail and smoking cars were lying partially on their sides along side the track, and in a few minutes they caught fire and were burning fiercely when the passengers left. This they did on the caboose of a freight train, which had been following the passenger train from Ottawa, and which was flagged to stop after the accident occurred. The train returned to Eastman's Springs and was side tracked and the engine and caboose conveyed the passengers to Eastman's Springs where they remained until the special arrived from Ottawa. The four cars left at the wreck were completely burned.

All the passengers seen by The Journal representative spoke highly of the energetic manner in which the train hands and railroad officials had attended to and assisted the passengers in leaving and after they had left the wrecked train.

The Cause

The accident was of course the result of bush fires which had been raging in the vicinity for some time past. Late yesterday afternoon the fire must have swept across a portion of the track, and attacking the ties thus loosened the rails, which spread when the train passed over them. A good many yards of track were thus torn up when the train ran off. A section man had discovered the fire and was running to warn the train, but so dense was the smoke that the engineer could not see the signals. In fact it was impossible to see more than a few yards in front of one. After leaving the passengers of the wrecked train at Ottawa the special train again proceeded to the scene of the accident to bring up the passengers on the 8 o'clock train from Montreal. A Journal reporter by permission went down. After leaving Eastman's Springs in proceeded slowly down the line. On either side of the track the bush was on fire, and the heavy smoke was almost suffocating on the car platform. On approaching the track, the fire appeared to be heavier, and as far as the eye could reach on either side, all was one mass of surrounding fire with, here and there, a small blaze, showing the rapid manner in which the fire spread. When the train stopped, one was almost choked and blinded by the smoke and ashes; proceeding down the line where the track was completely torn up, the remains of the wrecked train, were burning still, little more than the iron work remaining. The baggage car and engine were not damaged and had by that time been placed on the track again. The engineer said: "When I noticed the fire across the track I pulled the throttle and applied all the air brakes; the train answered well, almost stopping, but it was too late to prevent her from going over that portion of the track which was on fire. The engine and tender got over all right but it was evident that the cars could not do so as we could feel the track giving. Mr. Wm. Browne. The mail clerk in one of the last burned cars, saved twenty-seven bags of mail, about twelve being burned with the car. The line is now cleared, and the track which was torn up re-laid. The up train from Montreal due here last evening at 8.10 o'clock arrived at the Elgin street depot at 7.30 o'clock this morning having remained at Alexandria over night and proceeded up this morning. The passengers escaped unhurt, nothing more serious than bruises having been reported, though they were all shaken up a good deal. Sir Adolph Caron was among the passengers in the pullman. An old man named Berraux from Vaudreuil was slightly cut about the hand from being thrown against the car windows.

The Conductor's Account

"I had just crossed the platform into the parlor car, when suddenly, the train, without more warning than a few sudden jerks fell on its side, coming to an abrupt standstill the next moment. The engineer, it appears, retained the presence of mind to reverse, thus preventing a more serious accident. Within the cars all the passengers, between ninety and one hundred in number, were thrown about unceremoniously, the majority receiving a rough shaking up. The passengers could not have behaved better under any circumstances. Those in the rear car were the first to come to the rescue, assisting their fellow travellers through the doors and windows. There was no hurry or confusion. The ladies who were in the majority kept perfectly cool. Sir Adolph Caron, Mr. Fleck of this city, Mr. McFarlane and Mr. E. Tasse of Montreal, worked hard rescuing the passengers. The last persons had hardly escaped when the entire train caught fire from the burning stumps upon which it rested. There was no water at hand, and we were obliged to witness the cars burn before our eyes."

On The Canada Atlantic

Mr. J. Logan, yard foreman of the C. A. R. says the bush in the vicinity of Wood Station, about 34 miles down the line, is all on fire. At the present time the flames are only a quarter of a mile from the station wood yard. If a wind should spring up the yard and station would be in great danger. He attributes the burning of the ties at the scene of the late accident to the wind which sprung up that afternoon. Everything was all right at 3 o'clock that day.

Bearbrook September 27. Yesterday your correspondent visited the fires at present raging in the vicinity of Navan and found about fifty men guarding Mr. Richard Clarke's property from the devouring elements. It may be said that the whole country, between Navan and Bearbrook Crossing is literally on fire as fire is burning more or less on every man's property for a distance of fourteen miles. Last night twelve men were guarding Mr. McDonald's hotel, North of Navan, and a similar number guarding Mr. Duffey's. The smoke is so dense that it is utterly impossible to distinguish one residence from another at 50 yards all the way from Navan to South Indian hundreds of acres of the bestwoods are destroyed. One man living near the wrecked train on the C. A. R. had one-hundred cords of good maple wood burned. Bears and deer are making their appearance, being driven out before the fire around Bearbrook crossing.

The C.P.R. Company are making extensive repairs to their locomotive sheds at the Union depot.

Palladino's contract Being Pushed vigorously

Palladino's contract in the town end of the B&W is being pushed vigorously

Seven engines have left the C.P.R. station for the Algoma branch. As most of the engineers and firemen are married, there will be a great reduction in business receipts and empty houses in the Flats in consequence.

The Canada Atlantic Railway have replaced the four cars burned in the recent accident by new ones from the Grand Trunk Railway. In a few days the Canada Atlantic propose running a train lighted by the electric light.

01/10/1887 Ottawa Free Press Canada Atlantic shop

The four cars recently burned on the C.A.R. have been replaced by others from the Grand Trunk railway. In a day or two the company will run a train lit by electric light.

01/10/1887 Canada Lumberman QMO&O Hull

Lumber shippers are agitating for a new siding at Hull station. Considerable shipping is going on there at present.

01/10/1887 Canada Lumberman Canada Atlantic Rochesterville

J.R. Booth is extending his piling ground in the vicinity of Rochesterville, and a siding is being put into it from the C.A. Ry

03/10/1887 Ottawa Journal Chaudiere Chaudiere

Canada Atlantic Extension

The arbitration case between the Canada Atlantic Railway and Dr. Hill in reference to the value of Dr. Hill's property on the Richmond Road is being continued. As soon as the case is settled the case of Canada Atlantic Railway and Higginson will come up. This is to fix a price on some property adjoining Dr. Hill's property, and when that is settled the company will have the right of way settled until they reach Britannia avenue where another arbitration case with Messrs. Grier & Bronson will come up, thus completing the right of way of the extension to the corner of Bridge street and Britannia avenue.

A prominent official of the Canada Atlantic says as soon as the company have the right of way secured, and the arbitration cases finished the construction of the extension will be commenced.

The line will run from the end of the present track on Broad street, back of Dr. Hill's residence, along the waterworks aqueduct, crossing the aqueduct between Lett and Lloyd streets in a slanting direction, (over the place recently arched over) along the north side of the aqueduct to Queen Street West crossing that street at the north end of Pooley's Bridge, passing through the yard of the Waterworks Press House within twenty feet of the building crossing Britannia Avenue about eight hundred yards from the corner of Queen Street West, along the east side of Britannia Avenue, through the property award by the Grier & Bronson estate to the lot near the corner of Britannia Avenue and Bridge street.

The station house, which will be the termination of the extension, will be constructed on the property now occupied by T. Ahearn's blacksmith shop. From this point, branch lines will be constructed into all the lumber yards, thus enabling the lumber men to load their cars with lumber right in their yards. It is also the intention of the company to do away with the small passenger station on Broad street, and use the new station house on Bridge street as a central passenger and freight depot for the Chaudiere and Hull. This work may all be carried out before Christmas if the arbitration is settled within a reasonable time.

"What about bridging the Ottawa?" queried the reporter.

"Oh, well. That is in the future. It is possible that the Ottawa will be bridged, or at least that the line will be run into E.B. Eddy's lumber yards, but, of course, nothing definite is known of that as yet.

04/10/1887 Ottawa Journal Belleville Perth

The Canadian Pacific Company are turning out five freight cars daily from the car works at Perth to supply the demand for cars on the Western division of the road for moving grain from the West.

04/10/1887 Athens Reporter Westport

Lyn Siding Built The contractors for the B&W RR have built a siding at Lyn for use in unloading ties and rails which come over the Grand Trunk.

Elbe Mills - Mr. E. Haskins is sawing square timber for the railroad bridge across the pond. the only sign as yet of work on the railroad in this vicinity.

06/10/1887 Brockville Recorder Westport

B&W Siding at Lyn on GTR Lyn Branch

About 300 yards of a siding has been built at Lyn by Paladin's men for the B&W. The siding connects with the Lyn branch of the GTR and will be used for unloading rails, ties, etc. The first lorry was switched on the new track by Mr. Rossie Gates.

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

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

06/10/1887 Ottawa Journal Carleton Place Union Depot

The Canadian Pacific Railway Company have completed the work of getting in their winter coal supply for use on the line during the winter months. There is now stored at the Union Depot 50,000 tons of soft coal.

08/10/1887 Ottawa Journal Carleton Place Richmond Road

The Canadian Pacific Railway company have replaced the gate at the railway crossing on Richmond Road with a new one. The old one was broken about a week ago by a freight train.

08/10/1887 Ottawa Journal Pontiac & Pacific Junction

The work of construction on the Pontiac and Pacific Railway is progressing rapidly. A gentleman who has just returned from Fort Coulonge says that four of the stone piers for the bridge across the Coulonge River have been constructed and the work of constructing the traverses will be started in about two weeks. The bridge will be of wood and stone. The work of construction on this line north of the Coulonge river is now about eight miles from Fort Coulonge.

For many years past the lumbermen of the Chaudiere have had the utmost difficulty in securing suitable piling grounds for the immense quantity of lumber which is every year turned out from the various sawmills and thousands of dollars have been expended in building extensive docks and turning every possible place and every foot of ground about their mills into piling grounds for lumber.

As the years advanced their resources gave out, and it was impossible to secure piling grounds at any cost, and in many instances lumber had to be carted as far as half a mile to the shipping docks. This was a very costly way of drying lumber, and in consequence many of the lumbermen preferred to ship their lumber by boat direct from the saws without drying it. This was also costly as a barge load of wet lumber contains only about one third the amount that the same barge would contain if loaded with dry lumber.

In addition to all this it was found that nearly all the piling grounds at the Chaudiere were of little use, as they were so low, so near the river, and so thickly piled that the bottoms of almost every pile of lumber were destroyed with blue mould.

For years the lumbermen have tried their utmost to solve this difficulty, but every effort failed, until a short time ago when the Canada Atlantic Railway Company decided to extend their line to the Chaudiere. The line of the Canada Atlantic Extension, as it is known, extends from the Elgin street depot around the outskirts of the city in a semi-circle over considerable high ground to a point near the Richmond Road and the Union Depot. As soon as the arbitration cases now pending are over, and the right of way of the company's line settled, the Canada Atlantic Extension will be continued to the corner of Bridge street and Victoria Avenue on the Chaudiere where a large station house will be erected. From this station house a series of switch lines will be built into all the lumber yards and into each mill. The proposition is to run flat cars right up to the various mills, when the lumber will be taken direct from the saw and drawn by yard locomotives over the line of railway to points between the present Richmond Road station and the Elgin street depot.

The different lumber firms, including Messrs. J.R. Booth, Perley & Pattee, Bronson & Weston, and other firms, have secured large piling grounds along the line of the railway from the Elgin Street depot to the Richmond Road station, in which they are now placing switch lines between the places which will shortly be occupied by lumber piles. When this green lumber from the saw is taken round to these yards, it will be run off on the switch lines and piled in the yard to which it belongs. By this means the lumber will be dry in a very short time, and the cost of conveying the lumber to the grounds will be less than formerly as carting will be done away with largely. The switch lines in the yards will also serve when the lumber is being shipped for export as the cars can be run right up to the piles and the lumber loaded without difficulty. A prominent lumberman said to a Journal reporter today that the idea was a good one and would save thousands of dollars every year to the lumbermen. "As soon as the railway company get their extension built we will begin to pile our lumber in the new yards, and before the end of next season millions of feet of lumber will surround the city from the Elgin Street depot to the Richmond Road station.

14/10/1887 *Ottawa Free Press* *Canada Atlantic* *Bank Street*

Residents about the railway crossing on Bank street road say the railway company would confer a favor on them and many others if they would have gates put up at that point. There is a signal man there already, he does his duty well but shall they would like the gates.

15/10/1887 *Ottawa Journal* *Pontiac & Pacific Junction* *Eardley*

Some miscreant threw a stone at the car window while the P.P.J. train was passing thorough Eardley on Wednesday evening. Happily, no damage was done beyond the shattering of a pane of glass, the speed of the train preventing the stone from penetrating to the inside of the car. This is the third time during the season that the same offence has been committed.

19/10/1887 *Ottawa Citizen* *Pontiac & Pacific Junction*

Rumors of the take over of PPJ by GTR are false. Importance of PPJ to Ottawa. An amalgamation with the CAR would provide an even shorter route when the PPJ is completed through to Sault Ste. Marie.

20/10/1887 *Ottawa Citizen* *Ottawa, Waddington & New York* *Waddington Railway*

Annual meeting of the Waddington and New York Railway to be held today. Report in October 21 edition.

21/10/1887 *Ottawa Free Press* *Carleton Place* *Chaudiere*

Several engines left today for the Algoma branch.

25/10/1887 *Athens Reporter* *Westport*

Lawsuit of Mitchell et Al Judgment for \$49,350 The case of Mitchell et al vs. the Brockville and Westport Railway was called at the assizes last week, but no evidence was taken as the matter was settled out of court. It was a suit to recover for work done upon the line, and judgment was entered for \$49,350 (This may be \$19,350 as the 4 in the newspaper is not clear.

27/10/1887 *Ottawa Journal* *Ottawa City Passenger*

A handsome streetcar for the Ottawa City Passenger Railroad arrived from New York yesterday. It cost \$1,200.

27/10/1887 *Tweed News* *Havelock* *Tweed*

If the young lads who hang around the CPR station on Sundays smoking and chewing tobacco and using language that is anything but choice, were to attend Church or Sunday School, it would be more to their credit.

27/10/1887 *Ottawa Journal* *Carleton Place* *Union Depot chaudiere*

Last week a fire occurred in the winter supply of coal at the C.P.R. depot, which amounts to about 50,000 tons. The fire is still smoldering and several streams of water are playing on it all the time. The fire was caused by spontaneous combustion.

28/10/1887 *Ottawa Journal* *Ottawa City Passenger*

Somebody put a fog signal on the streetcar track last night at Sappers Bridge, just as the car stopped to let off a little girl passenger, the fog signal exploded and the little girl, alarmed by the noise, fell down. The noise of the explosion caused quite a gathering of people and dynamite was on many lips. But it was only a fog signal and nobody was hurt.

28/10/1887 *Ottawa Journal* *Pontiac & Pacific Junction*

The agent of the Pontiac and Pacific Railway states that the work of construction of the line of the Pontiac and Pacific is now being carried on about eight miles north of Coulonge [sic]. Work will be stopped about the 10th of December.

28/10/1887 *Ottawa Free Press* *Ottawa City Passenger*

A torpedo bomb placed on the rails of the street car track on Sappers Bridge last evening by some mischievous youths caused quite a sensation. Several people were on the bridge at the time the car came along and exploded the detonator. The report was so loud that a young lady fainted from fright and in a few minutes an immense crowd gathered a rumor gaining ground that she was shot in the head. Fortunately she speedily recovered and was removed to her home in New Edinburgh.

The street railway company today placed a new car on its track imported from the States at a cost of \$1,000. In size, finish and construction it is far ahead of any used here so far.

29/10/1887 Ottawa Citizen Winchester Smiths Falls

The C.P.R. company, finding mechanics so scarce about Smiths Falls, had to bring twenty men from Montreal to work on the freight shed,

29/10/1887 Ottawa Citizen Ottawa City Passenger

The new car of the street railway company placed on the road yesterday was the object of a good deal of attention during the day. The car is somewhat larger, handsomer, and better fitted than those formerly in use, and it was imported from the States at a cost of \$1,000.

01/11/1887 Ottawa Citizen Chaudiere Chaudiere

Canada Atlantic Extension. Mr. J.A. Morrison (? Should be Mountain) who has charge of the extension of the Canada Atlantic to the Chaudiere has started a gang of men to build the line across Dr. Hill's property recently obtained by arbitration for \$10,000. As this portion runs through a swamp it will be necessary to construct an embankment ten feet high.

02/11/1887 Ottawa Citizen Canada Atlantic shop

The Canada Atlantic Railway Company will have their new electric-lighted train ready for inspection at the Elgin Street station this afternoon. The Cassandra and Feorenza?, the two parlor cars are models of beauty and well worth a visit.

November 3 - Did you see the Canada Atlantic exhibit of electric lighted cars last night at their depot, Elgin Street? I never saw such palaces and to think those cars are to form the excursion train leaving Saturday morning at 8 a.m. and returning leave Montreal by special at 8.25 p.m., and the tickets only \$2.25, why we are all going. No one should miss it. Tickets are now selling at the Boston & New York office, 24 Sparks street, and are good to return until Monday.

02/11/1887 Ottawa Free Press Chaudiere Chaudiere

The work on the Canada Atlantic railway extension passing over Dr. Hill's late property has been begun by a gang of men under the supervision of Mr. J.A. Mountain. An embankment will be constructed ten feet high to pass through the swamp.

03/11/1887 Ottawa Free Press Canada Atlantic Elgin Street

An immense storage shed, 100 feet long by 13 deep, has been constructed at the Canada Atlantic railway station by the Samuel Rogers Oil company. It has a capacity of holding one thousand barrels.

04/11/1887 Ottawa Journal Ottawa City Passenger

Street car horses last from one to twelve years according to their staying powers. The local company has a horse now in use which has been on the road for fifteen years and still shows no signs of giving out. Mr. Fraser, superintendent of the Ottawa road, says that the average life of car horses is five years. When their usefulness on the road is gone they are sold to local farmers, in whose care they generally recuperate to a great extent. They bring from \$50 to \$80.

04/11/1887 Renfrew Mercury Pontiac & Pacific Junction

The agent of the Pontiac and Pacific Junction Railroad at Aylmer states that the work of construction on the line of the Pontiac and Pacific is now being carried out about eight miles north of Coulonge. Work will be stopped about the 10th of December.

04/11/1887 Ottawa Journal Pontiac & Pacific Junction

The Bryson Equity publishes a rumor that the Pontiac & Pacific Junction Railway is likely to pass into the hands of the Grand Trunk Railway. Railway authorities here state that there is nothing in the matter but state that such a deal has been largely talked of by the people in the Pontiac district who would be glad to see the Grand Trunk in possession.

04/11/1887 Ottawa Journal Canada Atlantic shop

The Canada Atlantic Railway Company have just received their new train of passenger cars from the works of the Pullman Car Company at Pullman. This train is on exhibition at the Elgin Street Depot, and will commence running between Ottawa and Montreal tomorrow. Mr. Percy R. Todd, general passenger agent of the company, kindly accompanied a Journal reporter to examine the new train and to explain the new features. The train consists of a baggage car, 2nd class and smoking car. 1st class and drawing room car, all of whom were turned out by the Pullman company. The entire cost of the train, exclusive of the engine was \$36,000. The baggage car is a model of perfection and is exceedingly well built, the second class and smoking car are finished in oak and ash and present a neat and handsome appearance being lighted by six incandescent electric lights. The first class car which alone cost \$6,000 (?) is much above the ordinary, being beautifully finished in oak, ash and white mahogany, with beautiful hand painted decorations on the ceilings and sides. The car is lighted with sixteen incandescent electric lights and two large lights on the platforms which are lighted automatically as the train stops at the station, lighting up the car platform as well as the station platform. The car is also heated with steam and provided with coils under each seat, thus affording comfort to the passengers. The drawing room car, which the Pullman Company acknowledges in a letter to Mr. Todd to be the best ever to be turned out of their works, and the finest on the continent, was the next visited. It is a model of beauty and elegance, and far surpasses everything previously seen in Ottawa. The car is elegantly finished in white mahogany with plush finishings with three bay windows on each side of the car laying inwards, thus allowing passengers to see anywhere, even close to the train. These bay windows are alternated with plate glass mirrors and are hung with gold plush curtains. The chairs are elegant and comfortable being finished in fine blue plush. Another new feature is introduced into this car. At one end two compartments are closed off simply by dropping curtains, thus separating them from the rest of the car. These compartments, Mr. Todd remarked, are very convenient for bridal couples. At the farther end of this magnificent car, which is all finished with brass ornaments and supplied with electric bells at each seat, communicating with the Buffet in the smoking room, the cosiest and most comfortable compartment in the entire car, furnished with plush seats and all conveniences for smokers. The entire car is lighted with twenty-four incandescent lights.

Mr. Todd said that in addition to this train, the Company had received an extra parlor car exactly the same as the one described, which would compose most of the new train of cars for the four fifty train out of Ottawa for Montreal. The Grand Trunk Railway, by agreement, supply the other cars for the train. When completed the train will be exactly the same as the new train.

Electric Light Train

Luxurious Travelling Cars of the C.A.R.

A Very Enterprising Company

The Canada Atlantic Railway Company has once again shown their regard for the comfort of their passengers and for some days the electric light train has been the subject of much comment and a great deal of curiosity. It is the first train lighted by this means that has run in Canada, and made its first journey yesterday, arriving at the Elgin Street depot last night. The two new cars are called "Cassandra" and "Fivrenza" and are parlour cars, the equal of which it is only fair to say are not to be found in Canada, and the superior of which cannot be seen on any part of the vast American continent. To travel in these cars is the very essence of comfort, on entering them there is a feeling of perfect ease and homeliness in spite of the gorgeous fittings, rich colours and altogether magnificent appearance of the cars. While the colouring is particularly rich, at the same time there is nothing gaudy and nothing to offend even an artist's critical eye.

First of all the chairs must be mentioned. They are in themselves perfect marvels of comfort and ease. Here is found a fine blending of colours, the chairs being draped in a light blue velvet, with carpets and foot stools of black and ochre. At each end of the car another excellent arrangement is found, as two seats are made on a sliding principle, enabling them to be formed into comfortable lounges, suitable for the easy travelling of an invalid. Raw silk curtains are also festooned at the sides, and by drawing these the chair or the lounge, as the case may be, is turned into a complete private apartment. These curtains are of a peculiar but beautiful orange tawny color. The window hangings are of velvet and the same colour and shade as the curtains. In conspicuous parts of the car are to be found mirrors and neat and convenient hat racks of nickel plate. The lighting of the car is done by incandescent electric light, and these are hung along the car at frequent intervals. Should these from any cause fail to act, provision is made to supply a fine light from handsome pendant bronze lamps which are also supplied.

Wandering through to the end of the gentlemen's car, the buffet is found, and here the hungry traveller, at a few minute's notice can obtain tea, coffee, eggs, toast, oysters and all the delicacies of the season. To obtain these it is not necessary for the traveller to leave his seat in the car, as by raising the hand an electric bell knot can be touched which communicates with the buffet and summons one of the attendants. Passing beyond the buffet, a cosy and handsomely furnished gentlemen's smoking room is found with a rich blend of colours, the prevailing tint being a rich orange.

The heating of the car is entrusted to a Black's heater, which is one of the best on the market, and which is so arranged that a certain temperature can always be obtained. The heater is enclosed in a casing with an asbestos lining. The two cars are the manufacture of the Pullman Company and are supplied with double windows throughout. The motion is particularly smooth, the cars are mounted on twelve trucks the wheels of which are made of Allan paper.

On passing from the parlour car the traveller encounters a first class car manufactured in Coburg by Mr. J. Crossen. Here another fine blending of colours is found, the crimson velvet upholstery, bronze hat racks and mahogany fittings. The third car on the train is a second class, made by the same manufacturer as the first class and very comfortable. These two cars and the baggage car are run on Krupp steel wheels, which have been imported direct from Germany for these cars. The name of the manufacturer of these wheels, which will be recognized as the famous Krupp cannon makers, is sufficient to convince the nervous traveller that on these cars at least there is no fear of a broken wheel.

Among the travellers who took the first journey from Montreal on the new train were Messrs. D.B. Stewart, Montreal Gazette; P.T. Cronan, Montreal Herald and D.A. Poe, Montreal Witness who are loud in their praise of the luxurious travelling afforded by the Canada Atlantic Railway's new move.

04/11/1887 *Ottawa Citizen**Canada Atlantic*

The Canada Atlantic Railway have for some time past been running their trains over the Grand Trunk Line between Ottawa and Montreal under a mutual agreement entered into between the two companies. The conductor in charge of the train has heretofore been an employee of the Canada Atlantic, and has run between those two places. Yesterday a new rule went into effect for the first time, by which the Canada Atlantic conductor hands over the Coteau charge of cars to a Grand Trunk conductor.

05/11/1887 *Ottawa Journal**Canada Atlantic**Deep Cut*

The Canada Atlantic Railway company have completed the laying of a series of side lines through the extensive lumber yard of Messrs. Bronson & Weston at the Deep Cut and are now running the cars by locomotive between the rows of lumber piles in the yard. This work was done at considerable cost but is a great convenience.

05/11/1887 *Ottawa Journal**Chaudiere**Chaudiere*

The court of arbitration in the case of the C.A.R. Company vs. W. Higginson, over the price to be paid by the company for a right of way through some property belonging to him adjoining the property of Dr. Hill, will sit next week.

08/11/1887 *Athens Reporter**Westport*

Newboro and Vicinity - Bridge Masonry Work - First Accident

News around here is rather scarce. Few items of interest have transpired during the past week. But the ball must be kept in motion or Newboro might be overlooked among its larger neighbours.

The mason work on the railroad bridge is being pushed with a vengeance by A. Haggerty and his live corps of men, including happy John Caldwell. In about two weeks it will be completed.

The last load of railroad ties from Deseronto are being unloaded from off the barge Anglin....

The first accident on the railroad happened near Newboro crossing last week. Mr. A. Wallace, in trying to board a moving car missed his calculation and fell, injuring his ribs. There should be a village by-law prohibiting jumping on moving trains as there may be others than the jolly Scotchmen holding their ribs together with one hand.

09/11/1887 *Ottawa Journal**Carleton Place**Union Depot chaudiere*

The Canadian Pacific Railway Company have just completed the construction at Union Depot of a large platform scale, the platform of which is supplied with rails, and the cars wheeled on to it. They are used for weighing coal and other freight.

09/11/1887 *Ottawa Citizen**Westport**Brockville*

There was a meeting of the Railway Committee of the privy Council yesterday to her the dispute between the Grand Trunk Railway and the Brockville, Westport and Sault Ste. Marie Railway Company, with reference to the crossing by the latter company of the Grand Trunk Railway at Lyn, six miles west of Brockville. Messrs. Wood. M.P., Smellie and Harvey appeared on behalf of the Brockville, Westport and Sault Ste. Marie road and Chief Engineer Hannaford for the Grand Trunk. After considerable discussion it was decided that the Brockville, Westport and Sault Ste. Marie road should cross the Grand Trunk track at a place called Manitoba Siding, near Brockville instead of at Lyn.

10/11/1887 *Ottawa Citizen**Canada Atlantic**shop*

Canada Atlantic Railway Advertisement "The only road in Canada running trains lighted by electricity and heated by steam. Includes:

A train leaves Richmond Road station at 7.40 a.m. and 4.30 p.m. connecting with the Montreal Express trains leaving Elgin Street at 8.00 a.m. and 4.50 p.m.

11/11/1887 Perth Courier Westport

B&W Crossing of GTR Discussed by Privy Council

There was a meeting of the Railway Committee of the Privy Council on Tuesday to hear the dispute between the GTR and the BW&SSM with reference to the crossing by the latter of the GTR track at Lyn, six miles west of Brockville. After considerable discussion, it was decided that the BW&SSM should cross the GTR track at a place called Manitoba siding near Brockville, instead of at Lyn.

11/11/1887 Ottawa Citizen Canada Atlantic shop

The Grand Trunk Railway authorities have decided to test the value of certain improved apparatus for heating cars by steam from the locomotives. Two trials will be made during the coming winter. The apparatus to be used on the Cornwall section will be Martin, and on the Ottawa section of that railway the Sewel apparatus will be tried.

11/11/1887 Ottawa Journal Ottawa City Passenger

The Ottawa Street Railway Company intend ordering four new cars to be delivered next spring, from New York, to replace some of the older cars now in use and which are very much dilapidated. Including the new car recently purchased, the Company will have next summer, four entirely new cars, larger and much more comfortable than those now in use.

12/11/1887 Ottawa Citizen Chalk River Carleton Place

Fifty cars of Manitoba grain arrived at Carleton Place Junction on Tuesday morning for distribution to points south and east. This is only the first of what promises to be the winter's experiences, all Manitoba grain being billed to Carleton Junction and hence forwarded to its destination. Herald.

15/11/1887 Ottawa Free Press Winchester Smiths Falls

The new railway station of the C.P.R. at Smiths Falls will be completed by the end of November. Mr. Tompkins, the contractor, is pushing the work as rapidly as possible.

16/11/1887 Ottawa Journal Maniwaki

The work on the Gatineau Valley railway has been concluded for the season. Although the company have had surveyors engaged all summer in locating the proposed line from Hull to River Desert and have taken out several thousand ties which are stored at the Peche, not a mile of the new line has actually been constructed. The stockholders, however, state that it was impossible to commence the actual work of construction until the proposed line was actually settled upon and say that as this has now been done the work of construction will begin early in the spring.

19/11/1887 Ottawa Journal Pontiac & Pacific Junction

Mr. J.T. Prince, general traffic manager of the Pontiac and Pacific Railway, left today for Calumet [sic] to examine the construction on the line of railway. Building operations will be pushed on this winter and the line completed to Pembroke.

21/11/1887 Ottawa Journal Canada Atlantic

The Canada Atlantic Railway received yesterday from the Pullman Car Company a train of thirty-two box freight cars, which form the second installment on their order for 500 cars. The new cars will be used in the lumber carrying business.

21/11/1887 Ottawa Free Press Ottawa City Passenger

The busses of the street railway company, generally used in the spring and fall, were out on the route this morning.

21/11/1887 Ottawa Journal Canada Atlantic Newton

The Canada Atlantic Railway Company are building a new station house and other necessary buildings between Glen Robertson and St. Polycarpe. The new station will be called Newton and will be completed in a few weeks.

22/11/1887 Athens Reporter Westport

GTR Grants Temporary Running Rights to B&W - NYC Controls Utica & Black River RR - Grading Completed Between Lyn and Westport - Large Quantity of Ties At Lyn - All Rails at Lyn and Newboro

What is regarded as a well-founded rumor is to the effect that the New York Central and Hudson River RR have purchased a controlling interest in the Utica and Black River RR and will assume control of that road on the first of December. It is further rumored that the same company are negotiating for the possession of the Brockville and Westport RR with a view of continuing it through to the Sault to connect with the Northern Pacific road which is nearly completed to that point. From our own private correspondent at Lyn we learn that the work between Lyn and Brockville has stopped, and that the B&W company have been granted running powers over the Grand Trunk for this winter. Should these rumors prove correct there is a fair prospect of the B&W RR becoming a connecting link to one of the greatest roads on this continent. Should the open weather continue for ten or fifteen days longer the grading will all be completed between Lyn and Westport, when the work of building the bridges and trestle work will be pushed rapidly forward. A large quantity of ties have been delivered at Lyn, and the rails for the entire line are already on the ground, some at Lyn and the rest at Newboro.

The last stone of the RR bridge was put in place last Friday beneath the smiles of Superintendent Mooney and contractor Haggerty and the Union Jack.

Newboro - Tuesday last week was pay day on the railroad here and the men went in for a time, having secured a quantity of the material used in painting towns red began operations early in the evening, near the post office. They succeeded in making it unpleasant for ladies, who had to pass through the ranks of the motley crowd. It is hoped some measures will be taken to prevent a recurrence as they did not leave until midnight. A number of knock downs took place.

22/11/1887 Ottawa Citizen Pontiac & Pacific Junction

Mr. Harris C.E. Chief Engineer of the Pontiac Pacific Junction Railway, left last night on a trip over the line. During the past season the Coulonge River has been bridged by a substantial four span structure, the contractor for the masonry being Mr. Morrison of this city, and for the iron work the Dominion Bridge Company. Ten miles of the road beyond the Coulonge to the site for a bridge across the Ottawa River have been graded and in the course of a few days the work of track laying will be commenced and completed this fall. This will leave the bridge over the Ottawa and about thirteen miles of road to construct to reach Pembroke, the present northwestern terminus of the road. Mr. Harris thinks that the through line will be opened next summer. When rails have been laid on the present ten mile section, the company will have a total length of road, starting from Aylmer, of seventy-one miles under operation. At present regular trains are operating between Aylmer and Coulonge and a contract has been entered into for carrying the mail with the Post Office Department. Mr. Ridout, the Government Inspector of Railways has passed over the line and reports that the work has been satisfactorily done.

23/11/1887 Ottawa Journal Carleton Place Union Depot

The Canadian Pacific Railway Company have a number of workmen engaged making repairs to the company's round house at the Union depot.

23/11/1887 Ottawa Journal Ottawa City Passenger

The car tracks being covered with snow, and the roads not being fit for sleighing, the Street Railway Company have put their busses on the road.

24/11/1887 Brockville Recorder Westport

Locomotive & 2 Cars for Newboro via Kingston

A locomotive and two cars are being loaded at the CPR west end slip (loop line?) today to be taken to Newboro by Kingston and the Rideau Canal for track laying on the B&W.

24/11/1887 Ottawa Journal Pontiac & Pacific Junction

The Pontiac Railway is getting on very rapidly. There are 315 men and 100 teams now at work at Floods. This is about ten miles, as the crow flies, from Pembroke. There is now in course of erection there an immense trestle work, the dump on which is 21 feet high and on this there will be a further wooden elevation of 11 feet - Eganville Enterprise.

24/11/1887 The Equity, Bryson Pontiac & Pacific Junction

Tracklaying is to commence shortly on the Pontiac railway westward from Coulonge river. The stonework for the bridge across the latter is well advanced toward completion.

25/11/1887 Perth Courier Westport

GWR #4 Loco and One Flat Car by Barge to Newboro

The Recorder of Saturday says: The steam barge Freemason left last night for Newboro via Kingston with a barge in tow having on board a locomotive and flat car for use on the BW&SSM. It was the intention to take two cars and the barge had been prepared with a double track to accommodate them but was found that it would be too heavy and one car had to be left behind. The locomotive is one of the old wood burning engines of the Great Western Railway and was No 4 on that road. The car is one of those from the Napanee, Tamworth and Quebec Road. A number of ties were taken on board as ballast.

26/11/1887 Ottawa Free Press Ottawa City Passenger

The driver of a street car passing up Wellington street at its junction with Lyon about nine o'clock last night was considerably surprised to find his horses bolting. The omnibus was vacant at the time and the way it was tossed about made beholders think that it would be upset at any moment. The animals were pulled up opposite Fleck's foundry, the driver having lost his whip during the adventure.

29/11/1887 Athens Reporter Westport

Elbe Mills - Drillers Prepare Bridge Foundation

A gang of drillers are at work at the mills, preparing the foundation for the railroad bridge. The carpenter work is at a standstill for want of timber.

Phillipsville - November 28 The work on the B&W RR is progressing finely. A large number of men are at work at the present time.

Delta November 29 - Well, we are looking forward to the time, which we think now is not far distant, when we can step on board of a hand car, if nothing else, and go out and take a bird's eye view of the celebrated village of Farmersville.

Newboro November 28 - The long looked for railroad engine has at last arrived. It is an old time No 4 of the GW RR (Great Western Railway) and does not look to fit well on the track of our flourishing new road. One platform car (flat car) of the N&T (Napanee & Tamworth) road is also here. The engine is now undergoing repairs and in a few days will begin to haul ties or rails.

Farmersville - A few of the railway boys had a scrimmage here on Saturday night, and at least one got a bloody head. The good sense of the majority of the crowd of spectators prevented general and sanguinary hostilities - or what would have been such of the bluster of the belligerents had meant anything more than mere boasting.

29/11/1887 Athens Reporter Westport

Forfar - Farmers Working on Railway.

A number of the farmers in this section have been working on the railway, earning good wages and getting their pay. The work is about done along here with exceptions of some culverts and laying the track.

01/12/1887 Canada Lumberman Canada Atlantic

Messrs. J. R. Booth & Co. have completed laying the side tracks through the new piling grounds on the line of the extension of the Canada Atlantic Railway and the grounds are ready for use as soon as the extension is completed.

Whelan & Webster Complete Westport Contract - Locomotive for Lyn End Receiving Overhaul at GTR Shops - Well to be Drilled at Farmersville, Work on Water Tank to Start Next Week - Ties and Rail Laid from Newboro to Farm of Myles Lockwood 5 Miles - Tracklaying Started Between Lyn and Unionville - Legislation Passed to Allow B&W to Amalgamate - Contract for Buildings Let to John Warwick - John McAllister Paid As Much As His Farm is Worth for Right of Way - All Lumber to be Delivered to Brockville Instead of Bellamy's
Messrs Whelan & Webster have completed their contract on the Westport end of the line.

Spring Valley - some of our farmers are working on the B&W RR.

Glen Buell November 29 - Work on this section of the B&W RR is being pushed forward with much success. There is a force of men employed on a heavy rock cut on the property near Paul's Point. Money for construction appears to come very readily now. Our enterprising farmers are quite willing to help along the work and thereby secure a portion of the money spent.

Glen Buell November 29 - Now that the B&W RR has become a certainty, our deputy toll taker has become very cheerful and smiling. He says that the contractor, Mr. Hervey, has promised him a train from Unionville station in about ten days for his proposed wedding tour. It is surprising to notice how smiling and affable he has become to those passing the gate and it is rumored that one buxom lassie of marriageable age has been returning his smiles with a degree of warmth that promises to be rewarded in the near future.

The locomotive to be used on the Lyn end of the line is receiving an overhauling at the GTR repair works, Brockville.

Mr. S.B. Williams, who acts for the Railway company on this division, has given orders for a well to be drilled at the Farmersville station. Work on the tank will be commenced next week.

From a resident of Delta, we learn that the ties and rails are laid from Newboro to the farm of Myles Lockwood, a distance of over 5 miles. Tracklaying has also commenced between Lyn and Unionville.

Notice is given of an application to the Ontario Legislature for the passage of an amendment to the act of incorporation which would enable the B&W RR to lease to or amalgamate with other companies.

The station buildings on the line will be constructed by the company under the supervision of Mr. John Warwick. A force of men are at work on the Phillipsville station, and the lumber for the Unionville station is on the ground.

Contrary to what generally takes place in such cases, Mr. John McAlister, of Westport, received nearly as much as his farm is worth for the right of way across his property. It is good to hear of one man getting even with a railway company.

So strong is the faith that our railway will be completed and in running order by the 1st Jan. that W.G. Pariah has countermanded all orders for lumber to be delivered at Bellamy's during December and will have it sent on to Brockville to come over the B&W.

07/12/1887 *Ottawa Journal* *Buckingham*

A collision occurred on our branch railway yesterday, some freight cars which were on the siding being loaded with pulp and lumber were run into by the passenger train which arrives here about noon, tearing the end off one of the freight cars and staving in the end of the passenger car, doing altogether some hundreds of dollars of damage. It is supposed some boys playing had loosened the brakes, hence the accident.

08/12/1887 *Brockville Recorder* *Westport*

B&W Locomotive #1 for Lyn End of B&W
The locomotive for the BW&SSM to be used in track laying from this end, now in the GT yard here is a second-hand engine in good condition. It bears the name of the Danforth Locomotive and Manufacturing Co, Patterson NJ and is now No 1 on the BW&SSM road. The flat cars of which there are a number, were also built in the States. They bear the name of the road on which they are to be used and are numbered from 101 up.

09/12/1887 *Perth Courier* *Westport*

NYC Controls Utica & Black River. Negotiating for B&W Perth Courier. Brockville November 29. It is said that the New York Central & Hudson RR has purchased a controlling interest in the Utica & Black River RR and that the same company is negotiating for the possession of the BW&SSM with a view of continuing it through to the Sault to connect with the Northern Pacific road.

The work between Lyn and Brockville has stopped. the B&W was being granted running powers over the GTR for the winter. In a few days the grading will all be completed between Lyn and Westport, when the work of building the bridges and trestle work will be pushed rapidly forward. The rails for the entire line are already on the ground, some at Lyn and the rest at Newboro.

12/12/1887 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The Canada Atlantic have a number of men engaged at their car sheds, on Elgin street, making the winter improvements.

12/12/1887 *Ottawa Journal* *Carleton Place* *Union Depot*

The C.P.R. company have a gang of men engaged constructing a new side track from the Union Depot to the locomotive turn house. This is to accommodate a larger number of locomotives.

13/12/1887 *Athens Reporter* *Westport*

Construction Work is Busy at Lyn 12 December. At last the iron horse has made his appearance and is at work running the construction train seven days in the week. The managers of the road make a great mistake in disregarding the laws of God and civilization, as no Sunday work ever paid yet. Our new station is progressing rapidly, and will be neat and commodious. It is in a very convenient situation but will require raising another foot from the ground to be out of the reach of spring freshets. The first passenger train arrived last week, consisting of a palace sleeper and dining car, for the construction gang. The work of construction is being rapidly pushed forward. A large number of teams are engaged in hauling ties, timber, etc. Good wages and prompt pay brings them from quite a distance.... Since the completion of the grading the Hotel de Italy is being moved near to the Manitoba siding to accommodate the hands at work on the Brockville section.

15/12/1887 Brockville Recorder Westport

Track Laying From Lyn to Newboro

Work on the BW&SSM is now, after all the delays proceeding satisfactorily. The track is being laid from Lyn and from Newboro....

The track is being laid from Lyn and from Newboro...

The rails are being taken across the canal at Newboro today for the track to Westport.... The timber and iron for the Newboro Bridge are at Lyn and as soon as the track is laid through it will be taken forward and set up....

15/12/1887 Brockville Recorder Westport

Construction Work in Brockville

A gang of 15 or 20 men and several teams commenced work this morning on the B&W at the foot of Church street.

20/12/1887 Athens Reporter Westport

Fights on Payday; Sunday Train; Riddell and Gosline Contract

Newboro 19 December - Last Saturday was pay day on the railroad here, and some of the men made it very unpleasant at night, especially in the vicinity of the post office. Two large light of glass in Mr. Lewis' store front were broken. The post office had to be closed earlier than usual on account of the riotous proceedings. A feeling of dissatisfaction regarding the pay office being located in the post office is agitating the people. It does not seem necessary that the public should have to be subjected to insults, as many were on Saturday night, while looking after the mail matter.

A Sunday train was run from here to Lockwood's yesterday. It conveyed a full load of sinners, old and young.

It is said that Riddell and Gosline have the most gentlemanly gang of men on their contract of any on the road, a fact that was noticeable on Saturday night.

Messrs R&G have the contract of laying the track from here to Westport

20/12/1887 Ottawa Citizen Winchester

The \$50,000 poultry train from Smiths Falls to Boston made good speed, starting from Smiths Falls at 7 p.m. Thursday and reaching Boston at 5 p.m. on Saturday, making the total distance of 436 miles in 46 hours one of the fastest freight trips on record. From Smiths Falls the route lay to St. Polycarpe on the C.P.R., from St. Polycarpe to Rouses Point by C.A.R. and from Rouses Point to Boston by the Central Vermont and Boston and Lowell roads.

22/12/1887 Ottawa Journal Pontiac & Pacific Junction

The work of construction on the line of the Pontiac and Pacific Railway has been suspended for the season. The road is now advanced to a point about eight miles north from Calumet Island.

24/12/1887 Ottawa Journal Canada Atlantic Elgin Street locomotive

The Canada Atlantic Railroad Company are making improvements to their locomotive sheds at the Elgin street depot, in order to make room for two new engines.

30/12/1887 Renfrew Mercury Pontiac and Renfrew

Incorporaton is to be sought from parliament at the next session by a railway company desirous of constructing a railway from a point on the C.P.R. between Braeside and Arnprior to a point on the Pontiac and Pacific Junction Railway between Quyon village and Smith's station and thence to a point near the Dessert village, with a right to construct a bridge or ply a ferry across the Ottawa.

30/12/1887 Renfrew Mercury Eganville

B. W. Folger, superintendent of the K. & P.R. says that as soon as a bonus to the extent of \$6,000 per mile is provided the company will build from Renfrew to Eganville. The distance is 24 miles. Already the government has bonussed the line to the extent of \$3,200 per mile.

30/12/1887 Perth Courier Westport

Vanderbilt has Controlling Interest in B&W

....There are two lines completed now to the American side (of Sault Ste Marie) - one being the Duluth South Shore and Atlantic and the other the Minneapolis and Sault Ste Marie. Other Railways are also seeking an entrance to Sault Ste Marie, the Grand Trunk and the Northern Pacific having made an agreement to form a connection at this point. The Grand Trunk engineers are now at work locating their line, and in fact a good part of their line is already finally located and part of it already graded. Besides the Grand Trunk, another projected Canadian line is the Brockville, Westport and Sault Ste Marie, in which Vanderbilt has acquired a controlling interest. Then there are several other railway projects for which charters have been obtained, all of which have Sault Ste Marie as their intended terminus.

30/12/1887 Renfrew Mercury Belleville Perth

The Courier says that part of the force at the Perth carshops are engaged in turning out snow fences, some of them to go a long distance. Orders have recently been received for 500 box cars. About 225 men are employed at the works.