

# Local Railway Items from Area Papers - Good Roads Train

27/06/1901    *Kemptonville Telegram*    *Good roads*

KEMPTVILLE GETS IT.

THE TELEGRAM has much pleasure in announcing that one mile of sample good roads to be constructed by the good roads train for instruction purposes will be between Kemptonville and Kemptonville Junction. There is probably not a worse piece of road in the whole county nor one where the Good Roads Committee will have a better opportunity of affording instructions. The TELEGRAM takes special pride in this matter as it has for the last two months been advocating this matter and the influence it brought to bear in no small degree influenced the decision. Not only did the council of Kemptonville call a special meeting, but in accordance with The TELEGRAM'S suggestion the Reeve of Kemptonville and councillor Anderson visited, the Oxford council and prevailed upon them to make the necessary provisions made and the strong plea put in the hands of the county councillors of this district were responsible for the result obtained

The TELEGRAM is glad to see this result obtained and hope that it may be but the beginning of better things in the way of good roads for this locality.

We have nothing but good to result from such efforts as those of our esteemed fellow townsmen County Councillor Anderson and our neighbor, Mr. Hughes.

When Mr. W. H. Anderson was elected to the Counties Council this year many of our country friends had serious doubts as to the advisability of electing a town man in place of a farmer who would be likely to know and do more in the interest of the country. But with characteristic energy Mr. Anderson has not only succeeded in obtaining a new sidewalk for the bridge approaches but also the one mile of "Good Road" where it was so sadly needed between this village and the Junction. In these matters we are indebted as well to Mr. Hughes, who has spared no effort in the interest of this district.

Between this town and Becketts Landing there is a piece of road which I might well receive the joint attention of the townships council and that of our village.

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GOOD ROADS TRAIN. Started Last Week at Gananoque - \$6,000 Worth of Machinery will be Supplied and Numerous Points will be Visited. The Good Roads train about which so much has been heard, started from Hamilton on Monday and made its first stop at Gananoque, in Leeds county. J. G. Devitt of Greenwood, the expert, who is in charge of the construction of the concrete culverts, began work about a week ago. He has already completed all the pipes that are required for the Gananoque section. H. B. Cowan of the Ottawa Valley Journal, who is in entire charge of the arrangements being made for the management of the train, and Major Sheppard of Queenston, who will have complete control of the machinery and men being furnished by the Sawyer & Massey Co. of Hamilton, returned last Saturday from a visit to the first stretches that will be touched by the good roads train. Mr. Cowan also completed all the final arrangements with the four railway companies which are assisting the enterprise by transporting the machinery and experts in charge free. The Sawyer & Massey Co. of Hamilton is treating the Good Roads Association in a most liberal and generous manner. Instead of only supplying between \$2,000 and \$3,000 of machinery for the train, the firm is now giving implements valued at about \$6,000. The extra machinery being supplied includes a 10-ton steam roller, valued at about \$2,000, a traction engine which will be used whenever possible to work the road grader instead of using horses, and a sprinkling waggon. It does not cost half as much to use a traction engine for working a road grader as it does to pay for three or four teams of horses. Another advantage is that a great deal more work can be done. Of course there are some cases where a traction engine cannot be used in this way but as a general rule its use is feasible. The "good roads train" hoped to demonstrate this fact.

ROUTE OF THE TRAIN The route of the good roads train will be as follows: From Hamilton the train proceeded direct to Gananoque, a point in Leeds county, near the St. Lawrence river, in which vicinity two sample stretches of road will be built. The first stretch is to the north of the town and is very uneven and hilly. On its completion the machinery will be taken into the town, where a rousing good roads convention will be held. The second stretch, which is near Lansdowne, will next be treated and a small meeting be held at that point. From Lansdowne the train will go to Iroquois, where a stretch will be built, leading directly into the village. Both the above points are on the line of the Grand Trunk Railway. The next point after Iroquois will be a stretch of road leading into the Canada Atlantic station at Alexandria, in Glengarry county. From this point the train will run up to Ottawa over the C.A.R. line and back to Plantagenet, in the United Counties of Prescott and Russell, over the C.P.R. lines, where the road between the station and the village will be improved. This stretch is a very bad one and promises to make a splendid object lesson. Returning to Ottawa the train will proceed over the O. & N. Y. tracks to Newington, and afterwards back again to Ottawa. The C.A.R. line between Ottawa and Pembroke will then be used. The first stop will be at Bells Corners, in Carleton county, the second at Carp, also in Carleton county, and the third at Eganville, in South Renfrew. From Eganville an advance will be made to Pembroke, where a very bad stretch in Pembroke township leading into the town of Pembroke will be handled. The C.P.R. lines will here be taken by the train, which will run down to Almonte, in Lanark county, where a stretch a short piece out of the town will be handled. From Almonte the train will proceed by way of Ottawa to Kemptville, where the road leading from the station to the town has been selected for a demonstration. This piece of road is known all over eastern Ontario, particularly by commercial travellers, for its bad qualities. It will be the last point at which work will be done. The train will return from there to Hamilton by way of Prescott.

WILL DO GREAT GOOD. There can be no doubt but that the object lessons which will be given by the train in the matter of building permanent roads in bad places will do more to advance the cause of good roads than probably almost anything else could. The trouble at present is that many farmers think that they know all there is to know about building good roads. They think that road machinery is not at all necessary, and therefore refuse to allow their township or county councils to purchase any. Many sections now have road graders, but the number of rural municipalities in Eastern Ontario which have stone crushers could easily be counted on a man's fingers. The "Good Roads Train" will go into many of these sections and will demonstrate just what improved machinery and experts can do in the way of building good roads. The number of different implements [sic] that are required will be shown, while a demonstration of the work of each will be given. The cost of the machinery, the length of time it takes to build a stretch of road, and the cost of building each stretch will be shown.

A VALUABLE FEATURE. One of the most valuable features of the whole enterprise will be the demonstration that will be given in each locality to show how concrete culverts are constructed. In almost every township in Eastern Ontario nothing but wooden culverts are in use. Timber has been becoming scarcer every year until now the cost of building these culverts in most cases is heavy. Their worst feature, however, is the fact that they do not as a rule, last more than five or six years before they need some repairs, after which they have to be repaired more or less almost yearly. The average township spends several hundred dollars yearly simply making these repairs. The concrete culverts which the Good Roads Train will show how to make, do not cost any, or at the most, very little more than wooden culverts do, while they are practically indestructible. After they have been in the ground some time they become as hard as rock. Mr. Devitt, the expert, who, as already stated, has commenced to construct these culverts, has completed three concrete culverts at Gananoque. Two of these were 15 inch pipe and 25 feet long, while the third was 24 inch pipe and 22 1-2 feet long. For their construction he used about six barrels of cement which has been given the Good Roads Association free by the Canadian Portland Cement Co. of Deseronto. The actual cost of them culverts, had they been constructed by an ordinary laborer, as they can be, would have been about \$24. Three wooden culverts of the same size [sic] would cost almost, if not quite as much, and in some localities, even more.

#### GOOD ROADS TRAIN MOVING,

As will be seen in another column the good roads train has already started on its journey. The original programme would have brought the train here next week but at the suggestion of some of the most interested parties Kemptville was placed last on the list. While those who have to travel from town towards the junction will no doubt be disappointed at the delay we believe it will be the best thing in the end and will save our municipalities considerable expense. The farmers now are in the midst of haying and are unable to procure sufficient help. The greater portion of the labor in connection with the building of this mile of road will be contributed free by the farmers, if they can possibly find the time away from their farm work. If the train struck here next week as originally intended it would be impossible to get help. Everyone is head over ears in work at home and there is neither time nor men to spare. Later in season when the rush of work is over there will be no difficulty in this respect and instead of having to pay big prices for labor we will get it for nothing and get it cheerfully. Everyone is deeply interested in this good move and no doubt the scene of the work will be visited by hundreds of farmers interested in the experiment. Just now they have not the time even for that. Taking it altogether we think it is best for all parties interested (except the travellers and busmen) that the work be deterred for a little. The sample road was built at Gananoque last week and we understand the one difficulty met with was the scarcity of labor.

#### THE GOOD ROADS TRAIN.

It looks at present as if the Good Roads Train will not reach here until next Spring and the public will have to wade through the mire from Kemptville to the Junction road for another while. The train spent a week on the fair grounds at Ottawa giving exhibitions of the work it is intended to do. From there the official program would take it to Plantagenet where there is a notoriously bad piece of road between the railway and the village. It then goes to Carp, Eganville, Pembroke and Almonte. Then comes our turn. The Association still hope that with an open Fall they may be able to complete their undertaking this Fall but unless they have fewer mishaps and delays than heretofore they will scarcely accomplish this. They have determined, however, to complete all their undertakings to the letter, and if it is impossible to do all this year the balance will be done in the Spring. With this in view arrangements have been made with the Sawyer-Massey Co. to leave the machinery in this section of the country all winter. This arrangement is a good one. If the Association were compelled to visit all the points this year it would have to cut down the amount of work to be done each place and there would be such a rush and hurry with it that would make it unsatisfactory both to the Association and the people interested. We have done our part of the work and have had the material on the ground for some time and it is a matter of regret that we should be made to suffer another six months on account of the delays that have occurred elsewhere. It is a satisfaction, however, to know that when the work is done it will be permanent and satisfactory. The Cornwall, Iroquois and Morrisburg papers all commend very highly the work done at Iroquois and it is evident that the people there are well pleased with the piece of road built. It is to be hoped that the expectations of the promoters will be realized and the work completed this Fall, but if it is not we will only have to possess ourselves with patience and await our turn. We have suffered so long with this stretch of road that we can bear with it yet a little while. The delay is not the fault of anyone who has been pushing the scheme here nor is it the fault of the road makers. It is simply due to the fact that in many places the people awaited the arrival of the train before making the necessary preparation for the work.

08/10/1901 *Kemptville Telegram* *Good roads*

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24/10/1901 *Kemptville Telegram* *Good roads*

Caption to line drawing (not a photograph)

The above photograph was taken during the progress of the work in the town of Gananoque, and shows Road Commissioner A.W. Campbell, C.E., at work operating the grader. It is estimated that by the use of a traction engine instead of horses, three times as much work can be done at about one-third the cost. Every township has a traction engine which, with a little fitting up, could be used for this work and at a time of year when these engines are not in demand. This cut is the property of the Good Roads Association

10/07/1902 *Kemptville Telegram* *Good roads*

Good Roads Train Coming

The Good Roads Train is now at work at Eganville, from then it will proceed to near Pembroke, then to Almonte and finally to Kemptville. With reference to the delay H. B. Cowan, secretary of Eastern Ontario Good Roads Association, has this to say:

"Two stretches of road have been completed already this year; one about three quarters of a mile in length, leading into the village of Plantagenet, in Prescott County and another half a mile long leading into the village of Carp in Carleton county

"The cause of the long delay in reaching Kemptville has been due to the fact that people in the other counties visited by the train are like those in your section in as much as they have all demanded that we should build them from a half to a full mile of stone road, whereas our original proposition was that we would build a third of a mile of stone road and roll and grade up the balance of a full mile.

"As to the time when the train is likely to reach Kemptville I do not like to predict but would say that we are doing our best to be there by the third week in August. We would like to hold a big "Good Roads" gathering in Kemptville on the completion of the work."

10/07/1902 *Kemptville Telegram* *Good roads*

Good Road Train.

A big Good Roads gathering. held in Carp yesterday on the occasion of the completion of the model stretch of road which has been constructed there by the famous Good Roads Train. About half a mile of model road, was built by the train. A number of Carleton county council members besides a large number of township official! were present. Speeches were delivered by several prominent men. The Good Roads Train arrived in Eganville the latter end of last-week.

21/08/1902 *Kemptville Telegram* *Good roads*

GOOD ROADS.

The good roads train completed a stretch of model road at Pembroke last week and loaded the machinery for Almonte. It is expected that about three weeks will be occupied at the latter point when the train will move to Kemptville. The arrival here of this long promised train will be hailed with delight by the people who have occasion to make use of the Prescott road between here and the Junction. It has been so long in coming that many people have lost all hope of seeing the much needed improvement and have set it down as another scheme of the Ontario Government that was set on foot for election purposes. Whether this be so or not we will be glad of the improvement and will be deeply grateful to the good roads association for their part of it. The train will reach here by Sept. 1st and it is confidently hoped that the public have wallowed through the spring and fall mire for the last time. Due notice of the arrival of the train and the commencement of the work will be given in these columns and it is hoped that the authorities who have charge of our roads will attend and view the work and profit by the knowledge and workmanship of experts who have this work in hand.

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Good Roads Train Coming

Major Shepherd, manager for the Sawyer-Massey Co., of Hamilton who have charge of the Good Road construction plans was in town yesterday and informed The Telegram that the train will be in Kemptville in time to begin work on Monday the 31st. In looking over the work to be done the manager has taken into consideration the large amount of traffic and has decided that instead of building an eight foot road, as is usually the case where lighter traffic passes over it, he will build a ten foot road. He is well pleased with the selection of the piece of road and also with the material furnished and says he will be able to do as good a piece of work as has been done since the train began operations. While in town Major Shepherd was accompanied by W.H. Anderson, merchant, who was a very material factor in securing the work at this place and should receive much credit from the municipalities benefitted thereby.

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Good Roads Train.

The good roads train reached Almonte on Tuesday of this week, and on Wednesday the machinery was unloaded at the C.P.R. station and taken out to the ninth line at Mr. D. . Moir's where the mile of good road is to be built. The machinery was unloaded and drawn out to the country with the traction engine, and it was a novel sight to see it steam through town, down the Bay hill and up the other side on its way out to the scene of operations. The men began work on the road on Thursday and by the beginning of next week will have everything in full swing. Almonte Gazette. -

On the completion of the mile of road at Almonte the good roads machinery will be shipped to Kemptville. It is expected that a big convention will be held here when our road is completed at which we hope to see a large attendance. Some of the best speakers of Ontario will be present.

The Good Roads Train.

As announced in The Telegram last week the good roads train will arrive In town about the end of this week and he ready for work on Monday. The probabilities are that ere another issue of the paper reaches our subscribers the greater part of the road will be completed and we will be able to give some idea of the kind of work done. The work done by the train gang so far has been quite satisfactory and there is no doubt but the same will be the case at Kemptville. If it is a means of stimulating a more vigorous movement in favor of good roads the move will he of incalculable benefit to this locality. That was the idea the promoters of the movement had in view and for that reason alone The Telegram took the matter up at first and did everything in its power to haveIt put through. It would he a good plan for farmers and others interested in good roads to be on hand and see for themselves just how the work is done, they would then be able to judge for themselves as to its practicability. The work will be well under way by the middle of next week.

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A telegram to W.H. Anderson announces that on account of the rain the Good Roads Train will not arrive here till Thursday

04/09/1902 *Kemptville Telegram* *Good roads*

As announced in last weeks TELEGRAM the good roads traun is expected here today or to-morrow and will at once begin work on a piece of road between here and the junction.

11/09/1902 *Kemptville Telegram* *Good roads*

Good Roads Train Here

The Good Roads train gang arrived here yesterday and the train is looked for every hour. It was delayed at Smith's Falls to be transferred. It will get to work at once and will no doubt be in full working order by the first of the week. A convention will be held sometime during the stay of the train of which due notice will be given through these columns.

06/11/1902 *Kemptville Telegram* *Good roads*

Out of Business.

Famous Good Roads Train Has Completed Its Work.

The Ottawa Valley Journal says: The famous Eastern Ontario Good Roods Train has gone out of business.

The Ottawa Valley Journal this week received a letter from the Sawyer & Massey Co. of Hamilton, announcing that all the firms machinery and men had arrived back in Harnil-ton safely after completing the stretch of good road at Kemptville. This then completes the work of the train.

Altogether some ten stretches of model road, located in nine different counties were made. In each stretch, except the one above Ganauoque and one at Lansdowne, there was made between a half and four fifths of a mile of actual macadam or stone road.

Model stretcher[sic]s were built at Gananoque and Lansdowne in Leeds county ; Iroquois in Dundas county ; Alexandria in Glengary county ; Plantagenet in Prescott county ; Carp in Carleton county, Almonte in Lanark courty ; Eganville and Pembroke in Renfrew county and Kemptville in Grenville county. At all of these points and at Newington in Stormont county sample concrete culverts were made.. Altogether the work done probably amounts to about \$8,000.