

Local Railway Items from Area Papers - Havelock Subdivision

24/11/1882 Almonte Gazette Havelock Sharbot Lake

The Ontario & Quebec Railway company have arranged to cross Sharbot Lake by the Kingston & Pembroke Railway viaduct paying the latter company \$14,000 for this privilege,

11/02/1883 Perth Courier Havelock

TANK-BUILDING - On Tuesday evening Mr. Jas. K. Faulkener, tank builder in the Perth carshops, set out to put up the necessary tanks along the line of the Ontario & Quebec Railway, probably twelve or fourteen in all. The parts of these tanks have been under construction here for some time, under Mr. Faulkener's supervision, and his errand now is to put them together in their place. These tanks do not freeze up in winter, being provided with double bottom and hot air chamber, with a pipe twelve inches diameter running up through the water in the tank from a coal furnace below. Mr. F. expects to be two or three months at the work, and in the meantime portable tanks, worked by a hand pump can be used if wanted. A large number of tanks for the C. P. R. have been built at the Perth shops.

12/07/1883 Kingston Daily British Whi Havelock Sharbot Lake

The Ontario and Quebec Railway has secured a large field of fine gravel at Sharbot Lake, also a sand and gravel pit in Sherbrooke, into which a sifing has been built.

24/08/1883 Almonte Gazette Havelock Sharbot Lake

Workman are laying the rails on the Ontario and Quebec Railway across the narrows at Sharbot Lake and alongside the Kingston and Pembroke railway. Ballasting will proceed as rapidly as possible, and there is every probability that by September 1st passenger passenger trains can be run over the route.

14/09/1883 Almonte Gazette Havelock Sharbot Lake

On Tuesday last connection was made at Sharbot Lake between the O. & Q. Railway and the K. & P. Railway. It is rumoured that the Canadian Pacific Co. have leased the K. & P. Railway for 99 years, now that the Ontario & Quebec Railway is open to Perth. If this be so Kingston will have direct competition with the G.T.R. both east and west.

04/10/1883 Kingston Daily British Whi Havelock Sharbot Lake

The Habits of the Natives of the Sunny Land - A Very Peculiar Race - Very Frugal

Working on the Ontario and Quebec Railway, in the vicinity of Sharbot Lake and village of Arden, are many natives of sunny Italy. They are olive in color and peculiar in habits. They are great workers and are most frugal in their style of living, making a dollar extend farther than many men can make two go. From several gentlemen in the City Hotel yesterday we learned that the Italians live much to themselves. They do not reside in the shanties provided but camp out. Each man provides his own grub, and used neither butter, tea nor coffee. The ordinary food is bread and pork. If the bread becomes hard they soften it by pouring water over it. When they visit a store to make purchases they "beat" the storekeeper down to as low figures as possible. They dress strangely and their dialect is as queer as everything else about them. All their earnings after paying for the bare necessities of life they send to their friends and families in Italy.

The postmaster at Arden is often considerably troubled in dispatching their orders. The money is sent to an Italian banker in New York and by him forwarded to the parties for whom it is intended. The men have an idea that they are only temporarily living here; that as soon as they become rich they can return to their native land and spent the balance of their days in comfort and happiness. They belong, of course, to a musical race and their nights are made melodious by guitar and violin playing. They also dance very gracefully, and with a motion most pleasing to the eye. They drink lightly, but have not become accustomed to the custom of treating. When they enter the taverns each man pays for the liquor he consumes. They all wear big boots, eights or tens, though their feet are quite small. For a time a camp of Hungarians was located at Sharbot Lake; and an inhabitant states that the people were the very opposite to the Italians being fastidious and living on the best fare they could secure. They drank Mocha coffee, sweetened with granulated sugar, eat beef and fish and such delicacies as were to be purchased. Storekeepers in the rear of the county would be pleased with such customers all the time

19/10/1883 Almonte Gazette Havelock Maberly

THE RAILWAY. - the sinkhole above Maberly says the Perth Courier, continues to be as big a nuisance as ever, the roadbed, track and all, continuing to sink out of sight regularly, notwithstanding the continual deposit of enormous quantities of timber, trees, ballast etc. A strange sight can now be seen, and has been described to us as the bog turning upside down. About forty feet from the track, out in the bay, the trees and logs put in months ago to fill up the bog, are now showing themselves at the surface again, being pushed out of place by the fresh filling put in, and not being able to find a permanent settling place beneath. The end, of course, will come sometime, but the labor and expense of finding the bottom of the bog, and the time lost, is no small matter. This spot could have easily been avoided on the start, but was chosen by the engineer to avoid two small rock cuttings on the first line run. He never dreamed of finding a bottomless bog here, or would have tackled the rock a dozen times over. Now that so much has been done to fill up the sinkhole, however, the company will stick to it until it is filled up and a substantial roadbed is made. The track-layers have now about reached Arden, 10 miles west of Sharbot lake, and it is expected the line from Perth to Peterborough will be ready for the locomotive in a few months. West of Sharbot Lake sink-holes are found occasionally.

20/11/1883 Kingston Whig Standard Havelock Sharbot Lake

Death on the Rail.

A despatch from Sharbot Lake says: "While a man named Chapman, a farmer here and formerly a resident of Wolfe Island, was walking along the new track of the O. & Q. RR. in this village, this morning, he was struck by the train and instantly killed. Chapman was about 65 years of age and leaves a very large family. He was well known and respected in Kingston and vicinity. This is the first accident that has occurred on the new road." The deceased was in Kingston yesterday and went out with conductor Coon on the afternoon train. He was quite deaf. There is little doubt that his misfortune in this regard led to his death. He was a steady, sober man and his death will be regretted.

06/12/1883 Kingston Whig Standard Havelock Sharbot Lake

The O. & Q. Rr. Co. is suffering a loss in consequence of the sinkholes along its line. The road bed is in fair shape and navvies are now laying the rails towards Tweed, where the men working from the west will be met. The road, where railed, is being ballasted.

14/12/1883 Almonte Gazette Havelock Sharbot Lake

THE RAILWAY SINK HOLE. - The bottom appears to have fallen clean out of the sink hole on the Ontario and Quebec Railway near Sharbot Lake. The bed is as unstable as the first day on which the track was laid. As there is no possibility of the sink hole being avoided, as the line cannot circle it, persistent filling is the only method of surmounting the difficulty.

04/04/1884 Almonte Gazette Havelock Maberly

The report that the sink-hole on the O. & Q. at Maberly had again gone under is incorrect.

13/06/1884 Perth Courier Havelock

TANKS - four tanks for the Ontario and Quebec Railway, and seven for the Nipissing extension of the C.P.R. are being built at the Perth car shops.

11/07/1884 Almonte Gazette Havelock

ONTARIO AND QUEBEC RAILWAY. - the difficulty at Sharbot Lake, on the above road, has now been got over, and the opening of the line is announced for the 15th inst.

08/08/1884 Almonte Gazette Havelock

THE ONTARIO & QUEBEC RAILWAY. - contrary to previous announcement, the opening of the Ontario & Quebec Railway did not take place on Monday last, but has been deferred until the 11th inst. The sink-hole at Kaladar occasions some trouble last week, one end of the filling having gone down considerably but it has again been made all right, and freight trains are running over it. The reason given for the delay was twofold - that the time tables were not ready for distribution, and that arrangements had not been affected for run into the Union Station at Toronto.

15/08/1884 Almonte Gazette Havelock

THE ONTARIO & QUEBEC. - the Kaladar Charybdis on the O. & Q., has a most insatiate maw for materials. Thousands of tons and thousands of cubic feet of material have been dumped into the sinkhole; Oliver Twist-like, it asks for "more," but, unlike Mr Bumble, the railway authorities have to respond. One day the track appears as solid as the foundations of the Bald Mountains, in the vicinity, and very heavily laden freight trains pass over it in safety; the next day the track disappears under several feet of water. Every time it is plugged up the engineers are confident it never will sink again but the sink has no respect for their engineering reputation, and down it goes. However, on Monday last the bothersome hole changed its tactics, and allowed the formal opening to take place as announced. Three splendidly-equipped trains passed over the road on that day, well loaded with passengers, and thus far everything has gone right. The length of the Ontario and Quebec from Toronto to Perth is 199 miles; from Perth to Ottawa is 57 miles, so that the distance from Toronto to the capital by the new line will be 256 miles, or 27 miles shorter than by the other route.

ONTARIO & QUEBEC RAILWAY

A Trip Over The New Road, With Notes By The Way

The opening of a new line of railway forms an epoch in the history of a neighborhood. The supply of greater facilities for moving about to individuals, and the transport of every kind of commodity, must exercise and influence for good upon the locality through which the increased facilities operate. That a line which connects this district with Toronto upon the one hand and Montreal on the other - the two great cities of Quebec and Ontario - will benefit this part of Ontario goes without saying. The opening of the Ontario & Quebec Railway, the long delayed, is now *au fait accompli*. The directors of the line made no great splurge about the opening; they just went and did it. The building of the line has long been talked about, and, from the active opposition made to it, talk was the only result until the CPR got hold of it; then talk changed to action, and in a marvellously short space of time the line was pushed through, and continuous communication between Toronto and Montreal via Ottawa was established. The opening of the line for traffic was delayed a little while owing to a weak spot developing itself where before all had appeared solid and great trees had been growing; but the road is now firm, and trains run without danger. We prepare to take our readers

A Trip Over The New Road

Without troubling them to pack the valises or trunks, or even the purchase of a ticket. It is unnecessary to describe the road between Almonte and Carleton Place. Most of our readers have been over it, and, to use an ordinary expression, They know every inch of the ground. When, however, we reach Carleton Place we at once recognized that great and important changes have taken place. The old station has been removed, and not a vestige remains. The line from Ottawa reaches Carleton Place just where it strikes the road leading to Beckwith, and just at this spot the line forks, one fork going in the direction of Brockville, the other away towards Pembroke, and just in the space between the fork a very commodious station, with all the necessary offices and an exceedingly well-appointed restaurant and large dining room, has been erected. In connection with the waiting rooms, which are comfortably fitted up, are two very convenient washrooms - a great boon to travelers who don't desire to carry about with them any unnecessary quantity of Mother Earth. Over the offices and waiting rooms are very comfortable sleeping apartments, for the use of the managers of the line at anytime when duty calls them to Carleton Place and makes it necessary for them to stay overnight. Scattered about the yard are the usual outbuildings of a station, including baggage rooms and store houses. We find our train on the South side of the station, heading towards the West; it is shorter now than when it arrived, as it has been divided into trains for the west and north, but still presents a very respectable appearance, having, besides the engine and tender, a baggage and postal car, two immigrant sleeping cars, three first class cars, and a Pullman. The

Very Comfortable Cars

on this line are the subject of general comment, and their finish in upholstery and painting as he makes his entry into them, and they certainly form a very refreshing contrast to the dingy cars we have been used to on the Grand Trunk; they are lofty, roomie and well lighted. But we must get on our journey. "All aboard!" says the conductor, and in a minute or two we have an irruption of portly gentlemen, who bear in every lineament of their countenances the announcement that they are members of the British Science Association, and as they enter the car you can tell they are true Britons, as they loudly proclaimed the excellence of the dinner they have risen from in the dining room. A premonitory whistle from the engine and we draw out of the station and away through the rich farms of Beckwith passing numerous farmhouses, in which solid comfort is to be found, even though the outward adornment is in some places conspicuous by its absence. We pass Franktown without stopping, this place being ministered by the local trains; and after a run of sixteen miles the new Smiths Falls station is reached. This is directed some distance out of the town, and is located at the point where the line which has hitherto been running south diverges and commences its eastward course. Here again the train is divided, a part of it being dispatched to Brockville, and the remainder, after a few moments detention, is a way toward Perth. About halfway between we stop at what the time bill tells us is Pike Falls, but the solitary boy to be seen there, in answer to an inquiry from one of the Englishman, says it is Port Elmsley, and appears rather nonplused when the rejoinder comes, "Why don't they call it so on the time bulletin then?" a conundrum we left him apparently trying to solve. Another six miles and Perth is reached, and the bustle is all around, coupled with the rows of car shops, seem to indicate that Perth has awakened at last. Another run of seven miles, through farms the appearance of which show that they have been sources of wealth to their owners, and we reached Bathurst. Along this section of the country may be seen the evidences of success in the comfortable looking farm houses and substantial outbuildings. But we must on to Maberly, which is eight miles distant, and to reach which we pass through a section similar to that already described, but as we reach Maberly it appears as though the land was better suited for grazing than tillage. A delightful run of ten miles through a tract of country as

Colourful and Kaleidoscopic

and in which farms, wild land, water and charming landscapes present themselves in succession, and then the very romantic Sharbot Lake Junction is reached, and here one of our English friends got out to take his fill of the beautiful scenery, and came very near getting more opportunity for studying it than he wished, as he was so lost in admiration that he did not hear the "All aboard!" and came very near being the Irishman's "man overboard left behind." A smart run, however, and a little grumbling put matters to rights. After bidding goodbye to Sharbot Lake the country becomes rocky and wild, with farms, "like angels' visits, few and far between." Traversing nine miles of it brings us to Mountain Grove, where there is already the nucleus of a village. Between Mountain Grove and Arden, a stretch of five miles, with more or less of cultivation, we pass a very beautiful sheet of water, like a large basin in the midst of a green slope, called Clear Lake, and it appears to deserve its name. Arden Station is the outlet for quite a village situated to the north of the line, which has its town hall and numerous other substantial buildings, the site of which appeared to create in our English friends an unmistakable desire to know how the people got a living there. Between Arden and Kaladar, eleven miles, the road runs through a wild, rocky and swampy region, and the spot to which references has been made, which gave the contractors so much trouble, lies about a mile and a quarter to the east of the station. We failed to perceive why or for whose benefit a station had been located there, but we were told that about five or six miles from the line a rather large and prosperous settlement called Flintond existed. Nine miles more travel brings us to Sheffield, and the conclusion is irresistible that the name is

A Cruel Piece Of Irony,

for, with the exception of one log hut, not a sign of habitation or civilization is to be seen, and the traveler is left to solve the conundrum, why, in that region of cedar swamps, rocks, a station should have been set down, but so it is, and it is one of those things "no fella can understand, you know." In the next seven miles what a wonderful change fields without stumps, all the evidence of careful cultivation and comfortable farmhouses. Looking down through the luxuriant valleys, you get some splendid panoramic scenery, until the delightfully situated village of Tweed is reached, and on the occasion of our visit the whole juvenile portion of the population appeared to be on the platform. One of our English friends puts his head out of the window, and very soon elicits the information that the lake is named Stoco, and the river rejoices in the name of Moira; that the building in course of erection is a grain elevator (foreshadowing good things to come); that the youngsters all go to school, and that we passed the school house a little way up. Our inquiring friend's investigations were cut short by the train moving away. The name of the next station reached, reached after another nine miles run, suggest that the man responsible for naming it must have been a reader of Sir Walter Scott's works, and

"Ivanhoe" lovingly lingered in his memory. Nine miles more and the junction of the Central Ontario line is reached, and yet another nine miles brings us to Blairton. The twenty-seven miles between Tweed and Blairton takes us through a stretch of country then which none can appear more forsaken, and many are the expressions of thankfulness from the Britishers that they don't live in such a country. Yet there are changes that somewhat relieve the monotony. Rocks give way to cedar swamps; two or three lines of railway are crossed; White Lake just reveals itself, and the crow river makes a break in the dull scenery. From Blairton to Havelock, a run of four miles, the wonder is how in such stony land any vegetation finds a foothold. At Havelock a large yard is being laid out, and is already covered with tracks for the manipulation of through freight. Away again over another run of six miles, and Norwood, with another grain elevator, is reached. These elevators are substantial evidences of things not seen, but are powerful testimonies to the hopes cherished of the future of the neighborhood. Still onward, through some apparently good farming land, until we reach a branch of the Ouse River, when another section of stony land appears, but gradually improves until Indian River is reached after a spin of nine miles. Crossing the river the land again becomes stony for a short distance, but merges into a tract of fine farming country, over which a bountiful harvest waves, and which extends the nine miles before Peterboro is reached. The traveler cannot get much of a glimpse of the town, but, to judge by the surroundings of the station, there must be some beautiful scenery around it. Leaving the town behind us, we reached the Otonabee River, and here we get evidence of the

Triumph Of Art Over Nature

in a bridge which has four spans, two of one hundred feet in length and two of one hundred and twenty. And now commences a run of seventy four miles before Toronto is reached, during which the traveler is treated to a rich and varied succession of landscapes that cannot be beaten in this beautiful landscapes. The first village of any size is Cavanville, nine miles from Peterboro, and which is apparently an enterprising village, recognizing its opportunity, and determined to make the most of it; hence quite a number of new houses are going up, and there is all the appearance of a town in embryo. Manvers is as yet only a flag station, but, being provided with a tank, our driver found it convenient to give his iron steed a drink here, at the end of another nine miles from Cavanville. The next station, eight miles away, was evidently named by someone who has been in Wales and had a kindness for Pontypool; but we notice the painter has made it Poutepool. Before we reach it we pass through some good farming land, with here and there a few pine trees or hardwood bush. The erection of a large elevator at this spot proves the capabilities of the country, and at the same time the existence of someone anxious to seize time by the forelock. On again for four miles through extensive clearings, woodland, and then into another region of plenty, and we reach Burketon, and learned that we have just crossed the highest point of land on the line, some eight hundred feet over Lake Ontario. Before we reached the station with the floral name of Myrtle we passed through a section of country that for

Rich And Variegated Scenery

is only beaten by Auld Scotia itself. For some distance we run through a tract of country which seems to invite attention to natures vagaries; the land is unimproved, and appears incapable of improvement, and yet on each side of it, as far as the eye can reach, are to be seen farms, upon the surface of which are waving crops that cannot but fill the husbandman's heart with joy and his barns with plenty. The land is in some places rolling, and in others beautiful glens (that would make a Scotchman think himself in Scotland) are seen. At some point about here we pass under the Oshawa and Port Perry road, and, after a delightful run of nine miles, we draw up at Myrtle, having had occasional glimpses of Lake Ontario by the way. Just the moment for breathing and away we go again, through the same rich farming country, dotted with here and there a bush for home consumption. Passing over the Whitby and Port Perry railroad, and sweeping along another nine miles, we reach the station at the thriving village of Claremont, which is in the heart of a garden, and in which may be found some of the best farms and the most intelligent farmers of that section of the province. The commodious cattle sheds now in course of erection show the nature of the shipments expected at that point, and the returns already prove that it is no building upon sand, but upon a solid foundation. Still another eight miles brings us to Green River, where the past and present appear to mingle, some of the land but roughly cleared, while adjoining pictures show the highest state of cultivation. All along the evidences of successful toil are seen in the pulling down of the original log huts and the erection in their stead of comfortable looking farm houses with many of which there are creditable attempts at declaration, proving the existence of taste in the owners. From Green River to Agincourt, a run of eight miles, it is a succession of farms that cannot fail to delight the eyes of the agricultural list, and when the village with the historic name of Agincourt has been passed there commences a series of scenes that must be seen to be appreciated. The grandeur of the view this moment is eclipsed by the next one, and that's over fillings, through cuttings, crossing viaducts, over deep glens (of which there are four between Agincourt and Toronto) on steel trestles, and you reach Toronto North, where a large station is being erected to meet the incoming traffic. Here you can leave the trip, and after a short walk, take the streetcars down Yonge Street; or you can remain in the train, run out, as far as West Toronto on the Credit Valley line, and then into the Union Station, passing in your route the extensive works of the Gutta Percha Manufacturing Co, the Toronto Stove Manufacturing Co, and the large agricultural works at Parkdale, getting fine views of the lake, with its shipping an elevators, and passing close to the Mercer Reformatory, Magdalen Asylum, Lunatic Asylum, and Central Prison, and bringing to a termination a trip which cannot fail, from its varied scenery, comfortable care, and obliging officials, to afford pleasure to its patrons. We must not forget a novelty on these trains-that of being supplied in your seats with tea, coffee, milk, ginger ale, and various kinds of eatables - which is certainly a very great convenience to many who would prefer going hungry to walking the whole length of a long train to a dining car. Having taken our readers through the trip, we recommend them to try it for themselves, and we feel satisfied they will join us in saying it is a very pleasant journey.

27/03/1885 Almonte Gazette Havelock Maberly

RAILWAY ACCIDENT NEAR MABERLY. - quite a serious mishap occurred on the C.P.R. about 2 miles west of Maberly station last Sunday morning at four o'clock. As the express train from Toronto to Ottawa was speeding merrily on its way, she came to a sharp curve in the line, and as with unabated speed she hurried around it the coupling of the baggage car and a first-class Pullman car broke, letting loose the first class, Pullman and smoking car, which immediately left the rails, and after bumping for a distance of some fifty yards over the ties, toppled over and over the bank until their course was finally arrested by a snow drift. The conductor and his assistants never lost their presence of mind for an instant, and in a few moments all the passengers were safely extricated, when it was found that though several were severely shaken none were killed. Directly the passengers were got out the conductor returned to the cars, and extinguished the fires by placing snow on them. The cars were broken up. The driver proceeded to Maberly station, where the authorities wired to Perth for a special which took the travellers safely to Ottawa, landing them there at 11 a.m. instead of five o'clock The travelers before leaving the conductor presented him and his assistants with a testimonial.

12/06/1885 Almonte Gazette Havelock Maberly

The sink-hole on the C.P.R. above Maberly is causing a great deal of trouble and annoyance, and engines are unable to go over it. The engine switches off and another engine on the other side draws the train over by means of a long rope.

24/07/1885 Almonte Gazette Havelock

An old sink-hole west of Sharbot Lake has been getting troublesome again of late.

06/08/1885 Kingston Weekly British W Havelock Sharbot Lake

A piece of track, circling the sink hole, near Sharbot Lake in the C.P.R. is being built, so that if the hole, which is at present in good shape, should give way, no delay to the trains will be caused.

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.

28/12/1888 *Almonte Gazette* *Havelock*

The latest pitch-in on the C.P.R. near Maberly is said to have cost the company \$50,000. No one was injured but there was a terrible jumble of dry goods, groceries, boots, tobacco &c.

31/05/1889 *Almonte Gazette* *Havelock* *Sharbot Lake*

A brakeman on the Canadian Pacific railway, named Woods, fell off his train near Sharbot Lake on Saturday. He was seriously hurt. He belongs to Collins Bay.

23/08/1889 *Kingston Daily News* *Havelock*

Burglars At Sharbot Lake

Sent on in Bond - Threatening to Stab Conductor Boakes of the K. & P.

Last night shortly after midnight two burglars broke into Avery's Post Office at Sharbot Lake, but before they could make a haul the Postmaster, Mr. Avery, discovered them, and they made a speedy exit through the same window that they had effected an entrance by. Mr. Avery gave chase, but they eluded him. Later on they turned up at the C.P.R. Station, and having broken the lock of a bonded car, entered and composed themselves for a night's rest. Here they were found calmly slumbering in the morning, and the railway officials, thinking it the best way to save trouble, locked them in and sent them on, goods and all, to Montreal, having first telegraphed to the authorities there.

These same young men gave Conductor James Boakes, of the midnight K. & P. train, trouble shortly before. He wouldn't let them board the train, and they threatened to stab him. Mr. Boakes thinks one of them belongs to Kingston.

24/07/1891 *Kemptville Advance* *Havelock* *Bathurst*

Perth, July 20 - On the morning of Saturday, 11th inst., a brutal assault was made by a man named Thos. Arnold, on a young girl about 15 years old in the township of Bathurst, about 3 miles from Perth, on the C.P.R. The girl had gone out in the morning to look for the cows and when near the railway track, Arnold who was passing on a railway velocipede, jumped off his velocipede and chased the girl, accomplishing his purpose after a desperate resistance on the part of the girl during which he repeatedly struck her and putting his knee on her chest. It appears that Arnold the night before attempted to assault a girl in Smith's Falls, after which he broke into the section tool shed stealing a railway velocipede. After committing the assault in Bathurst he went west to the next station, where he left the velocipede. A warrant has been issued for the arrest of Arnold, who has not yet been captured. He is said to be formerly of Markdale, and is supposed to be heading for Owen Sound and Sault Ste. Marie. His height is about 5 feet 6 or 7 inches, age 22, weight 170 or 180 pounds, light hair and complexion, square shoulders and wore a silk cap. Any information as to whereabouts should be sent to Robert Stone, constable at Perth

25/01/1895 *Renfrew Mercury* *Havelock* *Bathurst*

Bathurst station on the C.P.R. has been reduced to a flag station. All part of the CPR's economy plan.

25/01/1895 *Almonte Gazette* *Havelock* *Bathurst*

The agent at Bathurst C.P.R. station has been removed and the station converted into a flag station.

09/08/1895 *Almonte Gazette* *Havelock*

A Brave Fireman.

The Smith's Falls News has been told of an incident which occurred on the C.P.R. recently, between Sharbot Lake and Smith's Falls, which makes a fireman in the company's service as great a hero as the brave engineer who last year saved so many hundred lives during the great forest fires in Wisconsin. The news says: The C.P.R. express, due here at 4:15 in the morning, was thundering along this side of Sharbot Lake, when the two drivers left the track, although the front wheels remained on the rails. The engine was thumping along on the ties at such a rate that the engineer was thrown to one side of the cab, and was unable to reach the air brake. The brave fireman, seeing the state of affairs and realizing the danger to the hundreds of human lives they had in charge, quickly climbed over the tender and back to the express car, where he was able to operate the air brake, and thus stop the express. The engine was stopped just as it reached a small bridge, and had it not been stopped when it was, it would certainly have broken through, and many lives would have been lost. The incident was related to the news by Mr. Jamieson, the local superintendent, and the name of the brave firemen is withheld by request. It was certainly an act of heroism that should be recognized and there are many just such heroes in our midst.

26/03/1896 *Almonte Gazette* *Havelock* *Maberly*

A Tramp Killed.

On Friday night about ten o'clock an eastbound Freight stopped at Maberly for orders. After starting a grown was heard proceeding apparently from under the cars. The train was stopped and a man was fished out from under the wheels. He was rolled up into a ball, and when he was straightened out it was seen that both legs were off below the knee, his right arm gone, his left hand cut off at the wrist, his skull being fractured so as to show the brain, besides cuts and abrasions innumerable. At Perth he said his name was J. Joseph McGuire, of Broad street, New York, but at Smith's Falls he said his name was Thos. Nolan and that he belonged to Ottawa. He appears to be a well-nourished man about thirty years of age, very well dressed, wore a moustache, and was bald for an inch or two beyond the forehead, the balance of his head being covered with a heavy covering of dark thick hair. He said he had fallen asleep, and was thrown from his position by the jerking of the train.

24/07/1896 *Almonte Gazette* *Havelock*

The C.P.R. are going to expend about \$15,000 ballasting their road between Smith's Falls and Havelock this summer

15/09/1897 *Kingston Daily News* *Havelock* *Sharbot Lake*

Accident At Sharbot Lake

A Locomotive and Four Cars Derailed - An Open Switch

Ottawa, Sept. 14.- he C.P.R. Toronto express, due here this morning at 5:50, did not arrive here until 1 p.m., having run into an open switch at Sharbot Lake at 6 a.m. The locomotive and four cars were derailed, but two coaches were pulled back on the rails. The switch had been opened to let out the K. & P. train, and not closed. The Toronto express was three hours late and the switchman cannot have known that, and imagined she had gone by. The engineer saw the switch open about forty or fifty feet away and put on the brakes; otherwise the accident would have been much more serious. A switch was built around the wreck and the train sent on. Among the passengers were Messrs. William German, M.P.P., A.W. Ross, ex-M.P., and John Shields, contractor.

17/09/1897 *Almonte Gazette* *Havelock* *Sharbot Lake*

The Toronto express ran into an open switch at Sharbot Lake on Monday last, and escaped a smash up only by the presence of mind of the driver who applied the emergency brakes.

JUMPED THE TRACK

A C.P.R. Train at Sharbot Lake Crashed Into a Hill

A C.P.R. train jumped the track at Sharbot Lake Saturday morning owing to the rails spreading. The train left here at 8 a.m. Saturday. Fortunately no damage to any of the passengers resulted, but the engine ploughed its way some distance into a hill. The engine and tender and some of the cars were damaged. The train was delayed five hours.

17/03/1898 *Chesterville Record**Havelock**Sharbot Lake*

A Canadian Pacific passenger train of four coaches was derailed about three miles east of Sharbot Lake on Saturday morning about 10.40 o'clock. A sprung rail was the cause of the accident. The engine and the fore truck of the tender did not leave track and the baggage car held to the ties, but the passenger coaches were overturned and thrown into the ditch. The coaches were considerably damaged and the track, ties and railbed were torn up for a distance of two hundred yards. Nobody was hurt. There were twenty passengers on the train, most of whom were in the coach behind the baggage car. This coach was thrown on its side and brought up against a large boulder. Sir Frank Smith and Senator Lougheed were the only passengers in the rear car and, although badly shaken up, escaped uninjured.

18/03/1898 *Almonte Gazette**Havelock**Sharbot Lake*

The C.P.R. train from Toronto on Saturday was five hours late in consequence of jumping the track and plowing into a hill at Sharbot Lake through the spreading of the rails. No lives were lost but the engine and several of the cars were injured.

07/12/1899 *Kemptville Advance**Havelock*

In addition, very important improvements, have been made in the alignment between Smith's Falls and Havelock, in Ontario, which have had the effect of eliminating a number of dangerous curves between the points named. Improved coal facilities have been provided in both places, the size of the yards having been increased.

03/05/1901 *Almonte Gazette**Havelock**Sharbot Lake*

While stepping into his van at Sharbot Lake the other day conductor Robert Barlow, of Havelock, slipped and fell, the wheels passing over his right foot, smashing all the toes. The unfortunate man was sent to the general hospital, Kingston. The doctors say Barlow will lose all the toes if not half of the foot.

02/08/1912 *Eastern Ontario Review**Havelock**Maberly*

Four men were killed in a blast at Maberly on the C.P.R. construction work

15/08/1912 *Morrisburg Leader**Havelock*

Robert Patterson, a C.P.R. sectionman of Maberly was killed by a train on his way home from shopping in Perth Saturday night. He had taken his parcels of the jigger on which he was riding and laid them on the bank. While he was endeavoring to remove the hand car, death evidently came to him instantaneously. Deceased was unmarried but leaves a widowed mother and two sisters.

21/10/1912 *Montreal Gazette**Havelock**Sharbot Lake*

Conductor killed.

Kingston on. October 19th. Conductor William Green of Havelock met death near Sharbot Lake at an early hour this morning when a Canadian Pacific Railway freight of which he was in charge was jammed by another train. Green was standing on the rear platform, his train being stalled, when the train behind crashed into him.

Identical wording in the Citizen

22/10/1912 *Ottawa Journal**Havelock**Sharbot Lake*

Jury say death was accidental

Results of inquest into death of CPR conductor Green at Sharbot Lake, last week

Special to The Journal

Kingston October 22. The coroner's jury summoned at Sharbot Lake to inquire into the cause of the death of William Green, Havelock, the conductor killed on a freight train on Saturday, returned a verdict of accidental death. The Canadian Pacific Railway is conducting an investigation of his own.

05/12/1912 *Ottawa Citizen**Havelock**Sharbot Lake*

Charge Against Foreman.

Kingston. Ont., Dec. 5. It is alleged that a foreman employed by the Canadian Pacific Railway in a construction camp near Sharbot Lake has departed with money and checks amounting to \$500. The company and a representative in the city this afternoon prepared to swear out a warrant, but the papers will be taken out at Belleville owing to the fact that it is the headquarters of the company.

07/12/1925 *Ottawa Citizen**Havelock**Bathurst*

INSTANTLY KILLED ON RAILWAY TRACK

H. J. Pratt Struck By Train Near Bathurst. (Special to The Citizen.)

PERTH, Ont., Dec. 6. Mr. Herbert John Pratt, aged 27 years, of Sherbrooke township, was instantly killed on Saturday morning by being struck by a C.P.R. train near Bathurst station. The young man was returning from a dance at Wemyss and took a short cut home down the track. It is presumed Mr. Pratt did not hear the train coming behind him, it striking him on the back of the head. The engineer on the train did not see him, he being picked up by some of the sectionmen who came along on a handcar between seven and eight o'clock. He is survived by his parents and two brothers.