

Local Railway Items from Area Papers - 1882

05/01/1882 Kingston Daily British Whi Kingston (CP)

Railway Matters.

The K. & P. R.R. Extension Completed - The Line to Ottawa -Fine Reading Room -Other Items.

The track on the K. & P. RR., extension has been completed as far as the Company intend to run down this season. The new line is about eleven miles in length and it is said to be in fine condition. Workmen are now laying the track on the branch line to the Levant mine, three quarters of a mile.

The cold wave will probably cause a cessation of work. We also understand that a gang of men are employed in ballasting certain spots on the main line that require repair. The Government Inspector will be along shortly and when his report has been transmitted to the Government, then in all probability trains will be run regularly over the extension. For the present a great amount of freight cannot be carried over it. The ore at the Levant and other mines has been heaped up for several years awaiting transit. This will be shipped to the city, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwells and the Bethlehem Iron Company, of Pennsylvania, have several mines open.

Pushing On The Line.

The K. & P. Railway has never been in a more prosperous condition and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. And by the way we learn that the surveyors are busily engaged in locating the line from the Clyde to the Madawaska, under the direction of Mr. T.L. Nash, [sic] and in all probability before 1885 the K. & P. RR. will be linked with the Canada Pacific Railway.

The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the Capital before noon. The railroads from Brockville and Prescott to Ottawa will undoubtedly feel the competition, as for passengers and freight business the shortest route will be most popular. From Kingston to Brockville, distance of 48 miles, and to Prescott 60 miles, can be saved by using the new line. The Rideau Canal boating trade will also be slightly affected but not materially, as coarse freights can be more cheaply carried by barges. The ore from around Ottawa may also be brought via Kingston for shipment, owing to our excellent harbor facilities, as when the shoals have been removed vessels of deep draught can always be accommodated here.

Employees' Reading Room.

In speaking of railway matters we must not omit to refer to the K. & P. RR. reading rooms, which are located in an upper room in the railroad building. A Whig reporter dropped in recently and found it a cosy place in which the employees can pass their leisure hours. The floor of the room is covered with matting, a "Splendid" coal stove throws out a comfortable heat, upon the walls are hung pictures, such as have an especial interest for railroad men, several being photographs of the engines now in service on the line. Sketches of the disaster that occurred some years ago near Robertsville Station, at a point called "Dead Man's Grave," particularly took the eye of the visitor. The accident was the worst that has occurred on the road, and was caused by the embankment being washed out. The scenes have been vividly portrayed [sic] by the pencil of a citizen named Brown.

Many other drawings, representing scenes along the line of the K. & P. RR., are on exhibition, the work of that skillful artist, Mr. Arthur Moore, formerly of this city but now of Rochester, N.Y. Upon the tables are to be found the leading daily papers of Canada, the finest mechanical and railway papers and magazines published in the United States, and other literature which seems to be well perused. There is also a small library, containing some 200 volumes.

The officials of the reading room are desirous [sic] of having a better book depository, but do not feel justified in making a great expenditure of money for the purpose; rather they rely upon the generosity of their friends for contributions. Of course annually some money is expended in purchasing standard works. The room is much frequented by the employees. Persons waiting for the trains are always made welcome. The Whig is regularly on file and is much read.

A Flourishing Association.

The Benefit Association of the employees is in a flourishing condition. Nearly \$900 was received in the past year from the member and many benefits paid out. The annual meeting occurs next Wednesday, when a new President well [sic] be elected in place of Mr. W.H. Carnovsky, who is now Superintendent of the Bay of Quinte RR.

There are only two trains running each way on the K. & P. RR. at present, the midnight train having been cancelled for the winter.

Conductor Coon is now doing service in the office of the Secretary Treasurer, Mr. G. Osborne.

06/01/1882 Almonte Gazette Winchester Merrickville

Merrickville is anxious for railway communication with the world, and will give a bonus to assist the Syndicate in purchasing a right of way from Smith's Falls to Kemptville. The eastern extension of the C.P.R. from Smith's Falls to Montreal will be constructed at once it is stated on good authority.

06/01/1882 Kingston Whig Standard Mississippi Valley

The Mississippi Valley Railway Company which intends applying to Parliament for an Act of Incorporation is composed of a number of the wealthiest men in Lanark. The road contemplated is what is usually known as the northern route by way of Innisville, Lanark village and on to the Kingston & Pembroke RR. The report is said to be easy of construction throughout its entire length.

06/01/1882 Ottawa Free Press Ottawa and Arnprior Junction

The Arnprior Chronicle says: The Ottawa and Arnprior Junction Railway scheme is meeting with great favor among the people of this vicinity.

06/01/1882 Almonte Gazette St. Lawrence and Ottawa

The directors of the Canada Pacific railway, having obtained control of the St. Lawrence and Ottawa railway, intend, it is said to make that line chiefly a freight line, and send all the through passengers for the west, at least, via Carleton Place.

06/01/1882 Almonte Gazette Chalk River

FOR THE SHANTIES- for the past two weeks every freight train going north on the C.P.R. Has conveyed horses, sleighs and teamsters to the lumber districts up the Ottawa. Last week between fifty and sixty teams, from Ottawa neighborhood, were sent up. On Tuesday last Mr. Robert Wilson, of Panmure, shipped two car loads from Almonte and Stittsville, for the upper Kippewa shanties of the Scotch Lumber Co., of which Mr. Alan Grant, of Fitzroy, is manager. Mr. Wilson went with the teamsters to the woods, and will remain as foreman for the winter, a position that he is well qualified by long experience to fill with advantage to his employer and to the satisfaction of those under him.

Rails are laid on the C.P.R. to a point about twelve miles above Mattawa. It is expected Nipissing will be reached about 1st of July.

Railway Station Annoyances

Complaint has been made that persons driving into and out of the city have suffered annoyances from the movement and noise of trains at the Tete du Pont Barracks. The railway men feel the force of these grumbings, and have done what they can to meet the wishes of the public, the Superintendent having enjoined as much quietude as possible on the part of the train men and appointed a flag man, whose duty will commence at once. It has been suggested that the station be removed to a location nearer the cotton mill. If such were the case there would still be complaint, not from the Pittsburgh travellers but from the passengers and those having business with the line. This will be done; in time a new round house will be constructed and the building at present known as such converted into a freight depot. It is desirable that the passenger station should not be removed until the time arrives for the erection of a union station creditable alike to both the Grand Trunk and the K. & P. RR. A correspondent adds: "Some people want the station removed from the barracks. I don't approve of such a thing. If there is to be any change let the barrack gate be abolished and the road straightened. This proceeding will not do the Government property any injury, while at the same time the public interest will materially be advanced.

09/01/1882 *Kingston Daily News* *Mississippi Valley*

The promoters of the Mississippi Valley Railway, which is intended to run from Carleton Place to Lanark and the Kingston & Pembroke Railway, via Innisville, are Messrs Boyd Caldwell, of Lanark; John Gillies and Arch. McArthur, of Carleton Place. These are all strong men, but it requires strong men to build a railway..

09/01/1882 *Ottawa Citizen* *Maniwaki*

Gatineau Valley Railway.

Meeting of stockholders on Saturday - election of officers.

A meeting of the stockholders of the Gatineau Valley Railway took place at the Windsor House on Saturday. Mr. J. M. Currier, M.P., presided, and Mr B. Bainbridge of Wright acted as secretary.

After some discussion relating to the organization of the company, Mr Black handed in the stock books which showed that the necessary stock had been subscribed and the first installment paid in, enabling the meeting to legally go on with the election of a board of directors.

On motion of Mr. Logue it was agreed that five directors be chosen at this meeting.

Messrs. B. Bainbridge and W. J. Cuzner were appointed as scrutineers.

The results of the ballot was as follows; Messrs. J. M. Currier, M.P., Mr. C. H. Mackintosh, Mr. Murray Mirchell, Dr. Duhamel, M.P.P., and Mr. Charles Logue, Desert.

The meeting then adjourned.

At a meeting of the newly elected board, held subsequently, Mr Currier was appointed President, Mr. McIntosh, Vice-President, and Mr. Murray Mitchell, Managing Director and Chief Engineer.

10/01/1882 *Quebec Daily Telegraph* *Toronto and Ottawa*

At the meeting of the Toronto and Ottawa Railway Company, the amalgamation scheme was ratified.

11/01/1882 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

Mr. Archer Baker yesterday inspected the branch line of the St. Lawrence and Ottawa Railway with a view to ascertaining what is necessary to be done to put the track into good condition.

11/01/1882 *Ottawa Citizen* *QMO&O*

Full report of the dispute between Hon. M. Chapleau (premier) and Sir Hugh Allan touching the QMO&O Railway negotiations. CP wished to purchase the road.

13/01/1882 *Renfrew Mercury* *Brockville*

It is said that hereafter the line between Brockville and Ottawa will be devoted more largely to passenger traffic and that between Prescott and Ottawa to freight traffic, the new order of things dating from last Monday, when the syndicate took possession of the latter road. It is also stated that hereafter, when the Grand Trunk is late from the West, the train will not wait at Brockville. If this be true, it is another illustration of the remarkably deficient designing powers of the C.P.R. The country to be served between Brockville and Mactier has more claims than that between Prescott and Ottawa, and if wither ought to wait for the Western Grand trunk it surely ought to be the C.P.R. - Central Canadian.

13/01/1882 *Ottawa Free Press* *Ottawa City Passenger*

The summer street cars are being handsomely renovated in New Edinburgh under the supervision of Mr. Anderson, the company's mechanic. A couple of street car drivers came near indulging in a fisticuff encounter one night recently through one failing to make regular connection.

13/01/1882 *Almonte Gazette* *Kingston (CP)*

The agents of the Kingston & Pembroke Line of Railway are settling amicably with parties along the route who have lost by fire caused by sparks from engines. Over one thousand dollars have been paid out already

13/01/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

RAILWAY WORKSHOPS. - after all the bonus-bunting of the C.P.R. Co., they have finally decided to locate the repair workshops at Carleton Place, the only inducement being exemption from taxation. The shops of the C.P.R at Brockville, and of the St.. L. & O.- now controlled by the Syndicate - at Prescott, will be closed, and the workman and plant will be transferred to Carleton Place, where new buildings will at once be erected. Carleton Place is undoubtedly the best location for these works, and Almonte can be generous enough to congratulate it upon the very important addition to its business and population that must follow their location. The council has already passed a resolution pledging itself to grant exemption, and the company are now preparing for the erection of the necessary buildings.

16/01/1882 *Brockville Recorder* *Brockville* *Brockville*

Passenger trains have ceased using the lower CPR depot. This move will hurt, to some extent, the King Street hotels.

17/01/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

Hi Loomis, the well known locomotive engineer of the St. Lawrence & Ottawa Railway will remain at the Lower Town station, taking a train to Prescott and back daily. The other engineers will run into the Union station.

Clerk of the city of Ottawa has received the following:

The undersigned, on behalf of the Canada Atlantic Railway, hereby makes application for the use of a portion of the lands held by your corporation in connection with the water works property situate and lying between Broad street and the northerly line of Britannia street, and a small piece between Thomas McKay & Co.'s mill and the westerly end of the iron bridge, together with the necessary street crossings included between the line of the city limits, first concession Ottawa front and the Union Suspension Bridge, as shown upon a profile and plan herewith enclosed to the Clerk of your corporation, for the purpose of laying out and constructing the Chaudiere terminal of the said Canada Atlantic Railway, with the switches and side tracks necessary in connection therewith, subject to such conditions as may be agreed upon between the corporation and the said railway company, and in order to facilitate the settlement of said conditions, I beg to intimate that representatives of the said railway company will be glad to meet a committee of your corporation at an early date for the purpose of considering the conditions and details pertaining thereto. Most respectfully.

E. McGillivray.

President C.A.R. Co. Ottawa, January 16, 1882.

City by law referring to the original by-law of 1853.

The recent transfer of passenger traffic from the StL&O to the CCR has caused change in mail service. Yesterday afternoon, the American mail, which formerly crossed at Prescott for Ottawa and points North, came up by the GT to this place and went out over the CCR.

No omnibuses now run to the lower CPR depot. The old station looks quite deserted.

By the Q.M.O. & O. Railway train last night, Colonel Voht, chief of police left for Calumet accompanied by the following men: Sergt. Harso and constables Burke, Simard, Collier, Fleury, Buteau, Grenier, Redmond, Marcoux and Martel. It is understood that they have been sent up by the government in the event of trouble occurring amongst the section men of the railway in that vicinity in consequence of the reduction of wages from \$1 to 80 cents per diem. It was explained that this reduction was made in order to keep all hands employed till spring, although there is not said to be now enough work for over one half of them.

On Monday last the section men employed on the Q.M.O. & O. Railway near Thurso struck work and have not yet resumed it. The cause of complaint alleged by them is that the managers of the road reduced their wages for the last month from one dollar to eighty cents per day without notifying them of their intention to do so. It is stated that men employed at other points along the line have also refused to work or to accept the eighty cents a day. The strikers also endeavor to intimidate others from working. A gang of men went out from Hull to take their place, but returned without doing any work, owing, it is said, to a rumor which was circulated to the effect that a gang of fifty men were to be on hand to prevent them working.

THE KINGSTON AND PEMBROKE RAILWAY. - the track on the extension of this line has been completed as far as the company intend to run this season. The new line is about weleven miles in length, and it is said to be in fine condition. Workman are now laying the track on the branch line to the Levant mine, three-quarters of a mile. The ore at the Lavant and other mines has been heaped up for several years awaiting transit. This will be shipped to Kingston, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwells and the Bethlehem Iron Company, of Pennsylvania, have several mines open. The railway has never been in a more prosperous condition, and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. The surveyors are busily engaged in locating the line from the Clyde to the Madawaska, and in all probability before 1885 the K. & P.R.R. will be linked with the Canada Pacific Railway. The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the capital before noon. The railroads from Brockville and Prescott to Ottawa will undoubtedly feel the competition, as for passengers and freight business the shortest route will be most popular. From Kingston to Brockville, distance of 48 miles, and to Prescott 60 miles, can be saved by using the new line.

Kingston and Pembroke Railway Notes

Owing to the ice and crusted snow on the rails the train going out and also the one coming in made slow progress. The train due here at 11 o'clock did not arrive until 2 o'clock. Today the trains are running on time

The new carpenter and blacksmith shop, erected by the Company near the wharf recently built, is now nearing completion. A track is being laid into the building. In the spring a new engine house will be constructed adjacent to the car shops, and the turntable will be removed thither.

The workshop mentioned above cost \$3,000

The Benefit Association, a short time ago re-elected its officers. Mr. B. W. Folger, Superintendent of the Road, is the President; Mr. J. G. Holland, Vice-President, and Mr. W. Coon, Secretary-Treasurer.

A new station has been built at Snow Road and another is now being established at the Levant Road.

An order-in-Council has been passed for the payment of \$80,000, the Government bonus upon the ten miles of road recently inspected by Mr. McCallum.

Work on the new section, under the superintendence of Mr. B. W. Folger, is progressing satisfactorily. By summer it is expected that square timber will be shipped to Kingston from the Forks of the Clyde, about 6 1/2 miles from the present terminus.

His Excellency the Governor General arrived in Ottawa at the Lower Town station of the St. Lawrence and Ottawa Railway, yesterday shortly before noon where a cordial greeting awaited the Vice-Regal party. The inclement state of the weather, which completely upset all official preparations in the shape of a private reception, also prevented a very large gathering of citizens to welcome the Marquis once more to Canada. His arrival was pretty confidently looked for on Sunday evening, and numbers of persons, in expectation of the event, flocked to the station only to be disappointed with the news that snow drifts blocked his way. -- Several hours of delay were caused by drifts on the Grand Trunk. The lines of the Intercolonial and the St. Lawrence and Ottawa, though both exposed to the worst effects of heavy drifts, were kept well open and the authorities in charge deserve every credit for the manner in which they successfully fought the worst storm of the season. His Excellency left Prescott at ten o'clock and proceeded to Ottawa by special train, which was in charge of Conductor O'Neil who made the trip in one hour and a half, good time when the state of the rails in such weather is taken into account. The Vice Regal train was preceded by a pilot engine, and it may also be stated that the main lines in several places yesterday, engines with snow ploughs were at work keeping the track clear.

Large crowd assembled -- A salute was fired from Nepean Point.

The Vice regal party drove to Rideau Hall.

25/01/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

Messrs. Hiram Loomis, Frank Daniels and Thomas O'Neil are the only three locomotive engineers kept actively engaged at present on the St. L. & O. road. The passenger train is brought in and out by Engineer Loomis, Messrs. Daniels and O'Neil doing the freight and shunting trains respectively. The other engineers, Messrs. Manion, Brackenbury, Wallace and Horan are held in reserve, and it is probable that their services will be brought into requisition shortly.

25/01/1882 *Toronto Daily Mail* *Canada Atlantic*

Regular trains are now running on the Canada Atlantic railway between High Falls and Coteau. There are two trains each way daily.

25/01/1882 *Prescott Telegraph* *St. Lawrence and Ottawa* *Prescott*

THE ST. L. & O. R.

On Wednesday last a new order of things went into force on the St. Lawrence & Ottawa Railway, and now only one mail train each way is run daily, and with no night trains. This is the first move toward downgrading the line to the position of a second-class freight road, and so far as communication with the capital is concerned the people of Prescott are in a worse position today than they were fifteen years ago. On the first of April the machine and repair shops here will be removed to Carleton Place and from 25 to 30 families will be taken from town. This will be a severe blow to Prescott. In fact we have reason to curse the hour and the party that brought this hideous monopoly into existence. Are the people of Prescott going to "grin and bear it" or all they going to see if they have any rights which this soulless corporation must respect. Prescott's quota towards the construction of the St. L. O. was £25,000, was this money given that we might have a third-rate freight line between here and the capital, or was it given with the intention of having a first-class road? Manifestly the latter.

It is the duty of the Mayor and Council to give this matter a searching investigation; to find out whether or not the Syndicate can be forced to abandon their present intention of ruining the railway. If justice cannot be had then let us join Ottawa, Kemptville and other interested municipalities and "fight it out on that line if it takes all summer."

There is no use handling the matter with kid gloves. The Syndicate means to kill one of the finest short roads in the country and if they can be frustrated in their design let it be done.

The loss Prescott will suffer from the changes already made and about to be made, will, at a low estimate be \$50,000 a year

26/01/1882 *Toronto Daily Mail* *Kingston (CP)* *Kingston*

The new car works of the K. and P. railway at Kingston are completed. A new engine house will be built in the spring.

27/01/1882 *Renfrew Mercury* *Brockville*

The statement that the C.P.R. express leaving Brockville in the afternoon will not wait for the G.T.R. train when late has been denied by Mr. Baker, who says connections will be made as usual.

27/01/1882 *Renfrew Mercury* *Kingston (CP)*

Kingston and Pembroke Railway.

The following statement is probably taken from one of the Kingston papers, but we find it, uncredited, in some of our exchanges.

The track on the extension of this line has been completed as far as the company intend to run this season. The new line is about eleven miles in length, and it is said to be in fine condition. Workmen are now laying the rail on the branch line to the Lavant mine, three quarters of a mile. The ore at the Lavant and other mines has been heaped up for several years awaiting transit. This will be shipped to Kingston, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwell's and the Bethlehem Iron Company, of Pennsylvania, have several mines open. The railway has never been in a more prosperous condition, and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. The surveyors are busily engaged in locating the line from the Clyde to the Madawaska, and in all probability the K. & P.R.R. will be linked with the Canada Pacific railway. The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the Capital before noon. The railroads from Brockville and Prescott will undoubtedly feel the competition, as for passengers and freight business, the shortest route will be the most popular. From Kingston to Brockville, a distance of 48 miles, and to Prescott, 60 miles, can be saved by using the new line.

27/01/1882 *Renfrew Mercury* *Belleville* *Perth*

The lumber for the shops is now arriving daily, and progress is being made with the works. One building will be over 400 feet in length, with four tracks running into it. - Perth Expositor.

Messrs. Graham Bayer & Co., of the Carleton Place machine works have been awarded the contract for the engine for the carchops at Perth. The engine will be about 140 horse power and will cost about \$1,500. The boiler will be provided by the company themselves. - Perth Courier.

27/01/1882 *Almonte Gazette* *Belleville* *Perth*

The lumber for the Perth car shops is arriving daily, and progress is being made with the work. One building will be over 400 feet in length, with four tracks running into it.

27/01/1882 *Almonte Gazette* *Brockville* *Brockville*

The C.P.R. are advertising their passenger station building at Brockville for sale. It is said that no more passenger trains will run through the tunnel, the G.T.R. station being the future passenger depot.

31/01/1882 *Ottawa Citizen* *St. Lawrence and Ottawa*

A special train from Prescott under the charge of Conductor O'Neil arrived here last evening having on board Mr. Archer Baker, Superintendent of the line, and Mr. Spencer, Paymaster of the Road. The train left Prescott at 5.35 p.m. and the run to Ottawa was made in one hour and thirty-seven minutes. The train goes back at 9 a.m. today taking out Messrs. D. McIntyre, Van Horn [sic] and other prominent parties connected with the road.

31/01/1882 *Ottawa Citizen* *St. Lawrence and Ottawa*

For Winnipeg - Mr. Frank Daniels, of Prescott, brother of Mr. Samuel Daniels, of the Windsor House here, who has been for nearly fourteen years on the St. Lawrence and Ottawa Railway, and known as one of its most trustworthy employees, has been selected to take a new engine to Winnipeg for the Canadian Pacific Railway. The engine is at present at Brockville. Mr. Daniels' long experience as an engine driver on the St. Lawrence and Ottawa Railway renders him well fitted for the task entrusted to him.

31/01/1882 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

Mr. Frank Daniels, locomotive engineer of the St. L. & O. R.R. will take an engine to Winnipeg for the C.P.R.

A special train left the St. L. & O. R.R. depot this morning at 9 a.m. with Messrs. McIntyre and Van Horne aboard for Prescott.

A special train in charge of conductor Terry O'Neil with Mr. Archer Baker on board, made the distance from Prescott last night on the St. L. & O. R.R. in one hour and thirty-seven minutes.

THE ST. L. & O. R.

At a meeting of the Ottawa city council held on Friday evening last a series of resolutions condemning the actions of The Syndicate in reducing the St. Lawrence & Ottawa Railway to the position of a freight line, and calling the attention of the government and all interested in the road to the matter were unanimously carried. Ottawa has done well in thus taking the initiative and should be followed by every municipality through which the road passes.

What is Prescott going to do about it?

This Town contributed \$100,000 to the construction of the St. L. & O. Railway and those who have lived in Prescott for a number of years know the struggle the town had to pay that debt. Local improvements were at a standstill, taxation was heavy, and all classes groaned beneath the burden but they bore it loyally.

Was the town thus burdened by debt, were our local improvement kept to a standstill simply that we might have a second-class freight line between Prescott and Ottawa? Emphatically no. Did the town contribute to the construction of the railway with any intention that the workshops and rolling stock of the road should be transferred to a rival line, and our town stripped of a part of its population? Was it true that any of these ends in view that Prescott patiently bore the incubus of debt for so many years? Again decidedly no!

Then what is the town going to do about it?

Are we going to take any steps to see if we have rights this railway octopus must respect? Are we going to take any steps to prevent if possible the ruin of a first-class road and the removal of its workshops and part of its rolling stock to arrival line?

If anything is going to be done let it be done at once.

Let us not submit to this monstrous injustice with an effort to preserve our rights.

At this stage of the proceedings we look for immediate action on the part of the Mayor and Town Council.

There is no use writing whining letters to party leaders; that's not the way to get the redress. Other end more bold steps must be taken and these at once. If we have no redress let us know it. If we can obtain Justice let us have it, no matter what the cost. These are public sentiments.

03/02/1882 *Almonte Gazette* *Canada Atlantic*

DEFEATED. - At special meeting of the Ottawa City Council on Saturday evening a motion to ratify the arrangement to pay a bonus of \$100,000 to the Canada Atlantic Railway was defeated by a majority of one. As this road is intended to run in connection with the Toronto and Ottawa, the vote seems to indicate that there will be some difficulty about securing the \$200,000 bonus voted to the latter company

03/02/1882 *Ottawa Free Press* *Aylmer branch*

On Monday evening a drunken man raised a disturbance on the Aylmer train, and refused to show the conductor his ticket. In the struggle which ensued when the conductor was putting him off a pane of glass was broken.

07/02/1882 *Ottawa Citizen* *Canada Atlantic*

On Thursday evening Mr. Robert McCallum, Civil Engineer Inspector for Railways for Ontario, was in Montreal having just closed his inspection of that part of the Canada Atlantic Railway running between the Ontario border and Casselman. His inspection has been most satisfactory to the company. There is now completed and in running order some fifty miles of the line. It is in running order between Coteau and Casselman, thus leaving thirty miles to be finished in order to complete the distance to Ottawa. In a day or two the company's engineers will have crossed the St. Lawrence to Valleyfield. From this place they will soon locate the railway line through to Rouses Point where the Canada Atlantic will strike a junction with several railways that lead to the sea in straight lines either to New York, Boston or other points. --

08/02/1882 *Montreal Gazette* *Mississippi Valley*

Ontario Legislature

Toronto February 7.

The House met at 3 o'clock.

Bills introduced and read a first time

Mr. Meredith - To incorporate the Mississippi Valley Railway Company

10/02/1882 *Monetary Times* *Brockville* *Perth*

Bricks from the CPR roundhouse at Brockville [are being] used to build the cars shops at Perth.

17/02/1882 *Ottawa Citizen* *Ottawa City Passenger*

The street cars were put on wheels yesterday. The snow has almost disappeared from the streets and the sleighing is conducted with much difficulty.

17/02/1882 *Almonte Gazette* *Kingston (CP)*

K. & P. R.R. - At the annual meeting of the shareholders of the above road, held in Kingston last week, the directors submitted a report, from which we glean the following facts: during the year 1881 ten miles of the company's line, north of the Mississippi river, have been completed, and the government grant therefor has been received. The grading of an additional three miles, reaching to the south branch of the Clyde River, is also well advanced, and parties are at work between that point and the forks of the Clyde. It is the intention to have trains running to the latter point, about 17 miles from Mississippi, for the shipment of lumber and square Timber by the 1st of July next, and to place the remainder of the distance to the Madawaska river immediately under contract, with the view to its completion during the present year. The directors have pleasure in reporting a steady increase in traffic. The opening of the line to the vicinity of the Clyde River seems especially to promise increased traffic both inwards and outwards. The traffic receipts for 1881 amounted to \$76,326.09, and the expenditure account was \$60,689.41, leaving a balance of \$15,636.68 for interest.

18/02/1882 *Ottawa Free Press* *Ottawa Colonization*

The survey of the line to connect with the Gatineau Valley under the superintendence of Mr. Murray Mitchell, is progressing most favorably. The party have now reached Priest Creek about 19 miles north of Buckingham, where the line will cross the Du Lievre and thence proceed in a westerly direction until the main line of the Gatineau road is reached. Our people are anxiously awaiting the completion of the survey, and the report, not only of the engineers but of the mineralogist who accompanies the party, and should it be resolved to construct the road, unless some unforeseen event occurs to change their minds, will give substantial aid toward the construction of the road - Dispatch.

20/02/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

A number of the old employees of the St. Lawrence and Ottawa Railway who have been retained in the service of the Canadian Pacific Railway Company have removed their residences to Upper Town and the Flats in the vicinity of the Union Station.

20/02/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. Sims, one of the contractors for the C.A. Railway, has had twenty men at work about twelve miles out the Russell road, cutting down trees and grading in preparation for next summer's track laying.

Ontario Legislature.

Bills read a third time and passed.

To Incorporate the Mississippi Valley Railway Co.

INTERVIEW WITH MR. BAKER

On Saturday last the committee appointed by the Town Council had an interview with Mr. Archer Baker, superintendent of the Eastern section of the C.P.R., with respect to the rumoured removal of the St. L. & O. workshops from Prescott, and other changes to that Railway.

Mr. Baker received the deputation courteously and as far as possible unfolded the plans of the owners of the St. L. & O. A. with regard to its future management as concerns Prescott. Mr. Baker said it is not the intention of the Syndicate to remove the workshops from this town, but that in future a different class of work would be done here, and consequently a different class of workmen would be employed. Employment, however, would be given to more men than in the past. It is the intention of the Syndicate to manufacture here the fish plates, bolts and frogs required over the entire length of the Canada Pacific. The doing of this work will involve an extension of the shops now located here. It is also the intention of the Syndicate to put together at this place the engines required for the C.P.R., and the first consignment is now en route from Scotland. Mr. Baker further said that it is intended to make the St. L. & O. R., the principal line for shipment of freight to the Eastern States and the Utica & Black River road have now under contract the construction of a car slip at Ogdensburg to facilitate that traffic.

The Canada Pacific Syndicate have also made arrangements with the Beaver line of steamships for the carrying of the Montreal freight and Eastern Canada freight from New York the freight to be handled by the lines of the New York Central, Utica & Black River, St. Lawrence & Ottawa, and Montreal, Quebec, Ottawa & Occidental Railways. It is intended also to make the St. L. & O., the principal line for American passenger traffic and commencing Wednesday, March 1st., another express train will be run daily leaving Ottawa at 7 a.m. dep Prescott at 4. p.m.

Mr. Baker further intimated to the Committee that McLaughlin, the great lumber manufacturer of Annprior, contemplates opening a mammoth yard here for the calling of lumber for American shipment.

The above is the substance of the interview with Mr. Baker, and it is certainly a cheering one for Prescott, as the arrangements above mentioned will not only give employment to a largely increased staff here, but will in many other ways add to the prosperity of the town..

West Winchester, 21st. - a petition was commenced and circulated here on Saturday evening last, praying that the Parliament now assembled in Ottawa pass the incorporation of the Ottawa, Waddington and New York Railway and Bridge company, and that a charter be granted for a line along the route to designated, as stated in such Act of incorporation. Although only a day or two was taken yet the petition is four yards long and is very largely signed. The people in this section are becoming alive to the necessity of a railway through this grand agricultural district, and touching at this important little town. The petition will be forwarded to the committee at Ottawa by next mail.

How the work on the Canada Atlantic is progressing.

Other side of the St. Lawrence and the bridge.

Between Ottawa and Casselman some 350 men were busily engaged on the work of construction. The masonry of the bridge over the Nation River was completed and the Toronto bridge Company were at present proceeding with operations to allow them to go on with their part of the work.

The masonry of the bridge which was laid in cement, was done by Mr. Linsley, contractor, and is in every respect a first class job. The work was assiduously prosecuted during the winter and in order to permit of this artificial heaters were used upon which the stone was laid preparatory to being placed upon the wall. The bridge was some 350 feet in length and 30 feet high, and addition to presenting a picture of stability the work was neatly executed. Large new arches 160 feet long are being built at Big Gully, three miles on this side Nation River. The next work in progress was at South Indian creek, at which point masons were busily erecting a large culvert. Tenders were being received for the building of the Rideau River and Canal bridges and the work of construction was intended to be proceeded with at an early date.

The enterprise of Mr. D.C. Linsley, the general manager of the road is deserving of praise in leaving no time or pains to bring the construction to an early and successful issue. It is expected that the line will be completed to Ottawa at not later than the middle of July. The present time table issued by the company shows that there are two passenger and two freight trains running daily between Coteau and Caselman. The traffic on that portion of the line is already in excess of what might be anticipated and everything taken into consideration foreshadows a bright financial future for the company and an inestimable boon to the citizens of Ottawa from the additional railway facilities which the running of the line will bring upon them.

MISSISSIPPI R.R. - The bill incorporating the Mississippi Valley Railway Company providing for the constructin of a railway from Carleton Place to Lanark village, and thence to Oso, in the county of Frontenac, has been reported with some amendments, the clause giving powers to construct brances to any ore beds in Lanark or Frontenac counties being struck out and the gauge being fixed at four feet eight and a half inches.

The car shops are progressing rapidly, but the workmen are delayed by the non-arrival of the heavy timbers for some of the large buildings. Perth Expositor.

Trains on this division of the C.P.R., the Chronicle says, now run as far as Amable du Font, twelve miles above Mattawa. The work of construction of the remainder of the line to Callender Station is progressing rapidly, and it is expected that the full length of the Nipissing Division will be completed by next fall.

Three St. Lawrence and Ottawa locomotive headlights were used in illuminating the Government House grounds at the toboggan party Saturday night.

The following bills were introduced:

Mr. CURRIER - To incorporate the Ottawa, Waddington & New York Railway and Bridge Company.

Also in the Clinton New Era of 9 March 1882

Report of council meeting to consider route of C.A.R. Chaudiere extension.

On the north division of the Kingston & Pembroke Railway on Saturday the train ran into a herd of deer on the track and killed three of them

PERTH CAR SHOPS. - The shops at Perth will be use for building freight and box cars. Passenger cars and locomotives are to be built in Montreal.

04/03/1882 Ottawa Free Press Canada Atlantic

Ald. O'Leary, to whom has been awarded the contract for constructing the two bridges for the Canada Atlantic Railway, has commenced the work, which will be vigorously prosecuted until finished. The bridges, one over the Rideau River and another over the Canal, will cost in all \$8,000, the latter to be one of the staunchest swing bridges in this district.

10/03/1882 Renfrew Mercury Belleville Perth car shop

The second large building for the car shops is now about up, and presents from its great length, an imposing appearance. - Perth Courier.

10/03/1882 Almonte Gazette Chalk River Carleton Place

There is a boom in real estate in casrleton Place at present, owing, no doubt, to thelocatin of the C.P.R. repair shops there.

10/03/1882 Almonte Gazette Kingston (CP)

THE MINING INDUSTRY - LARGE CONTRACTS.- the Kingston & Pembroke Railway company expect to do a largely increased trade in the freightage of minerals during the coming year. The Bethlehem Iron Company, of Pennsylvania, now working the Lavant mines, have entered into a contract with the Kingston & Pembroke Railway company, for the freightage of 10,000 tons of ore annually for twenty years, and expect much more will be got out. Messrs. Boyd Caldwell and Co and W. C. Coldwell, of Lanark, have also made contracts with the K. & P.R.R. for the transport of large quantities of iron ore from their minds in the Lavant township. There has been expended at the Robert's mine, township of Palmerston, about \$75,000; at the Lavant mines \$40,000; and at the Glendower mine, township of Bedford, say \$60,000.

13/03/1882 Ottawa Citizen Tramway

A very large and enthusiastic public meeting of those interested in the proposed mineral railway between Rockland and some convenient point on the Gatineau, connecting with the Gatineau Railway took place on Saturday afternoon last t the town hall, Buckingham.--
Much discussion - development of Ottawa county etc.

13/03/1882 Montreal Gazette13 3 1882 Mississippi Valley

Among bills that passed the Ontario Legislature

37. An Act to incorporate the Mississippi Valley Railway Company.

17/03/1882 Renfrew Mercury Belleville Perth car shop

The first work to be turned out at the car shops will be 27 passenger cars, which are badly needed at present. The capacity of the works here will be about 9 box cars per week. - Perth Expositor.

17/03/1882 Almonte Gazette Belleville Perth

The car shops at Perth are progressing rapidly. The first work to be turned out after the shops are completed will be 27 passenger cars, which are badly needed at present. The capacity of the works at perth will be about nine box cars per week. The large building which is now being erected at Perth will have three tracks running into it.

18/03/1882 Quebec Saturday Budget Carleton Place Ottawa Union

A lunatic who was being conveyed from the Calumet to a Quebec asylum leaped from the train as it was nearing the Union depot,Ottawa, and escaping from the guards lead Sergeant Graves a wild chase for a fewmoments. He was finally captured and brought to the waiting room.

22/03/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

Some of the new engines for the C.P.R. have arrived, and one, or more of them will probably each Prescott this week. They will come to Morrystown and will be brought down by the Transit

A change has been made in the running time on the St. L. & O.R. Trains now leave Prescott at 6 a.m. and 2.30 p.m. and arrive at 12 m. and 3.50. This change will be appreciated.

24/03/1882 Almonte Gazette Chalk River Carleton Place

A SMASH. - While Mr. Stewart, of Beckwith, was driving a load of wood across the track at Carleton Place, one day last week, the load stuck, and the horses were unable to move it. At that moment a train came along, and smashed the sleigh to pieces, scattering wood in all directions. . Fortunately, Mr. Stewart had time to detach his team from the sleigh before the train arrived, otherwise the damage would have been more serious.

24/03/1882 Almonte Gazette New York Central

Another railway has been projected from Cornwall to Ottawa, passing through the counties of Stormont, Russell and Carleton

24/03/1882 Almonte Gazette Chalk River Pakenham

STATION REMOVAL. - there is some talk of the Pakenham's railway station being removed about a mile further north of the village, in order to overcome the difficulties caused by a heavy grade where the station is located at present. Another reason is that there is a deep cut close to the depot, which renders the building of new sightings impossible, and these are very necessary owing to the increased traffic on the road. Should be proposed to change take place, it will prove somewhat inconvenient to the citizens of Pakenham.

29/03/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

One of the engines recently arrived from Scotland for the C.P.R. was put together and the painting completed yesterday. It will be sent to Winnipeg at once.

Twelve cars, containing parts of the new engines for the C.P.R. arrived here last week. They were brought from across the river at Brockville, and then brought to Prescott by way of Ottawa.

29/03/1882 Hamilton Spectator Ottawa, Waddington & New York

In the railway committee. In the sub-commiuttee the Ottawa, Waddington & New York Railway and bridge company bill was passed.

29/03/1882 Montreal Gazette Ottawa, Waddington & New York

In the railway committee this morning the Ottawa, Waddington and New York Railway and Bridge Company's bill was passes with some slight amendments that had been made by the sub-committee to which it was referred.

31/03/1882 Almonte Gazette Canada Atlantic

Work on the Canada Atlantic Railway is progressing favorably. It is expected that the road will be competed to Ottawaby the first day of July next.

31/03/1882 Almonte Gazette Kingston (CP)

The Kingston Car Works Company has received an offer from a Canadian railway to take all the cars they can turn out during the next two years.

About the first of June the Kingston and Pembroke Railroad will be laid on the branch north of the Clyde. Messrs. Macdonald & Corbett have 100 men at work on their contract.

05/04/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

The new locomotives for the Canada Pacific come in free of duty, and this notwithstanding the fact that there are locomotive works in Canada. Truly the Syndivate have got a soft thing.

06/04/1882 Ottawa Citizen Canada Atlantic

Work on the Canada Atlantic Railway is being pushed forward with the utmost despatch. Messrs. Starrs and Fitzgerald will begin operation on their contract Monday next. Mr. Fitzgerald only recently completed a large contract on the same road near Alexandria, and made so many friends on that part of the country during his stay that he was entertained to a sumptuous banquet prior to leaving the district.

07/04/1882 Almonte Gazette Belleville Perth

THE PERTH CAR SHOPS- these buildings, the Expositor says, are progressing rapidly. About 50 men are employed on them. The third building, 140x100 feet, is about completed. On the fourth building, 240 x 66 feet, the sills are laid and a large portion of the heavy frame erected. The engine house, a separate building, will be built thirty feet west of No. 3 it will be 31x42 feet, and will contain four boilers and an engine of 120 horsepower. A dry-kiln house 22x68 feet will be placed near the river, and there will also be a building between the paint shop and No. 2, 30x45 feet, for storing iron, &c. The buildings are being roofed with Sparham's cement roofing, which is made with two layers of thick felt, covered with a composition of coal tarr, mixed with ground mica, soapstone and plumbago, with a light top dressing of sand. It is claimed that this roofing is superior to gravel roofing, as it will not run or crack with the heat of the sun. A second siding has been laid down on the south side of the building.

It is said that the new railway workshops at Perth will give employment to over 300 men.

07/04/1882 Almonte Gazette Kingston (CP)

The Kingston and Pembroke Railroad takes in about ten carloads of ties a day from the Mississippi for the Grand Trunk. Each car takes 150 ties, making 1,500 ties a day.

10/04/1882 Ottawa Free Press Canada Atlantic

This road since it has been completed from Coteau station to the High Falls on the Nation River, a distance of fifty miles, has been running since the first of January from High Falls to Coteau and doing a very good business. Four trains per day are running between these two points, and in the course of a few days the contractor will commence laying the rails from High Falls this way, and he fully expects to be in Ottawa city during the month of July next. The contract could not be in better hands and Mr. Linsley deserves credit for his perseverance and ability in completing the fifty miles now in operation in so short a time. There never was a road in this country built in so short a time, when we consider that the whole expense was bore by private capital and by two of our most enterprising citizens. It is a matter for regret that the city council did not carry out the wish of the ratepayers and implement the grant of \$100,000. The day may not be far distant when the city will regret the course taken in this matter when the full extent of the error that has been committed will have been discovered.

10/04/1882 Ottawa Free Press Ottawa Colonization

The proposed Ottawa Colonization Railway charter has been before the Provincial Legislature of Quebec and received its first and second reading. The scheme is one which must prove a boon to the mineral district of the Ottawa county, as the line will run through Buckingham, Portland, part of Wakefield and Denholm and, crossing the Gatineau River, form a junction with the Ottawa and Gatineau Valley Railway, the two schemes being thus amalgamated. It is certainly high time these two districts, the Gatineau and that lying between the Gatineau river and the Aux Lievres river, were developed, and we hope soon to record the turning of the first sod and commencement of construction.

13/04/1882 Ottawa Free Press Ottawa City Passenger

The public is doubtless awaiting patiently when the rumbling 'bus will have been supplemented by the easier going and more convenient street car, the track for the most part of the route being entirely free of ice.

14/04/1882 Ottawa Free Press Canada Atlantic Rideau River bridge

Ald. O'Leary, who returned to town yesterday, states that he is making fair progress with his contract for the bridges over the Rideau River and the Canal. He has two stone piers completed on the Rideau, and has most of the stone drawn for the bridges.

14/04/1882 Almonte Gazette Kingston (CN)

On Thursday of last week, a car containing fifteen horses, shipped from Belleville by Mr. Vogel, was thrown off the track near Prescott. Two horses were killed on the spot and two other horses were so badly injured that they had to be shot.

15/04/1882 Ottawa Citizen Maniwaki

Glad to note the arrival in Aylwin of the engineering party which has located the line to this village. Passage of the Mineral Branch Bill of the Gatineau Railway

15/04/1882 Ottawa Free Press Ottawa City Passenger

The street cars commenced running yesterday, supplanting the busses, the track now being clear from the Rideau Falls to the Chaudiere Falls. The cars have received a coat of bright red paint, which makes them present an attractive appearance.

17/04/1882 Ottawa Citizen Ottawa City Passenger

The street cars turned out on Saturday and replaced the sleighs and busses which had been alternately doing duty for a considerable time past according to the caprices of the weather.

19/04/1882 Ottawa Citizen Chalk River

Upwards of 500 men arrived by the QMO&O at the Union Station at a late hour last night from Montreal on their way to commence work on the extension of the Canadian Pacific Railway near Pembroke. They proceeded by special train to Pembroke at an early hour this morning.

19/04/1882 Ottawa Free Press Ottawa Colonization

The Ottawa Colonization Railway bill passed the railway committee of the Quebec legislature yesterday.

21/04/1882 Renfrew Mercury Belleville Perth car shop

The Courier says orders have been received this week to extend the length of the principle building of the car shops at Perth one hundred feet. This makes the building alone three hundred and forty feet long. Two more railway sidings are now under construction and three or four others are to be made, including one that will run all around the grounds. The premises will then be pretty well honey combed with tracks. We are told the work of making cars will commence inside of two weeks. Car loads of machinery are arriving every day. These machines include hydraulic presses, trip hammers, bolt machines, pulleys, shafting &c. The machinery used in the carshops formerly connected with the Central Prison, Toronto, has been purchased and is arriving daily. It is about as good as new.

21/04/1882 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

Instead of removing the depot a considerable distance north of the village, as was at one time spoken of, the C.P.R. Co., has decided on laying another siding for the accommodation of freight trains.

21/04/1882 *Almonte Gazette* *Belleville* *Perth*

THE PERTH CAR SHOPS.- last week's Courier says that orders have been received to extend the length of the principal building of the car shops one hundred feet. This makes one building alone three hundred and forty feet long. Two more railway sidings are now under construction, and three or four others are to be made, including one that will run all around the grounds. The premises will then be pretty well honey-combed with tracks. We are told the work of making cars will commence inside of two weeks. Carloads of machinery are arriving every day. These machines include hydraulic pumps, trip - hammers, bolt machines, pulleys, shafting, &c. The machinery used in the car shops formerly connected with the Central Prison, Toronto, has been purchased and is arriving daily.

21/04/1882 *Almonte Gazette* *Chalk River* *Pembroke*

ACCIDENT - The Pembroke baggagemaster, Mr. McAdam, met with a painful accident on Saturday last. While coupling cars he got his left hand caught, smashing the thumb and breaking and lacerating all the rest of his fingers. He was conveyed to Dr. Irwin's office who amputated the thumb close to the hand, and has hopes of saving the other fingers.

25/04/1882 *Ottawa Citizen* *Maniwaki*

Notice to contractors - request for tenders for clearing the located line in the townships of Maniwaki, Bouchetteville, Wright and Low.

25/04/1882 *Ottawa Citizen* *QMO&O*

Supplement. Speech by Hon. Jos. A. Chapleau on proposing the sale of the western section of the QMO&O in the legislative assembly.

27/04/1882 *Ottawa Free Press* *Tramway* *Currier & Co.*

An elevated tramway for conveying lumber to their storehouse is being built by Currier & Co. on the eastern side of the Canal Basin. The tramway reaches from the large store building recently occupied by John Hill as a wholesale house, to the eastern end of Sappers Bridge, at the old stair landing.

27/04/1882 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

The railway authorities at the Union Station have made a good move. They will not permit any shantyman under the influence of liquor to depart in any of the trains, but will detain them till they come to their sober senses. This will save a good deal of trouble and - the windows of the cars. Yesterday an inebriated shantyman attempted to board an up train on the C.P.R. but was gently prevented from doing so by Constable Tom Graves, who held him in check until the train departed. The man of the woods turned up sober this morning, and was then allowed to proceed to his destination up the river.

02/05/1882 *Ottawa Citizen* *QMO&O*

Quebec legislature ratifies the sale of the western division of the QMO&O to the CPR which receives the signature of the Lieut.-Governor General.

03/05/1882 *Prescott Telegraph* *St. Lawrence and Ottawa* *Prescott*

New Engines.

Twelve of the new engines for the Canada Pacific Railway have been put together at the shops here and shipped to the northwest, six more are now under way. The new engines are fine, large, powerful machines with very little fancy work about them, having been built with a view to do heavy work. They are considerably larger than the engines in use on roads in this section.

05/05/1882 *Almonte Gazette* *Carleton Place*

RUN OVER AND KILLED. - on Thursday night of last week a man named James Shore, well known in Stittsville, was run over and killed by the C.P.R. train near that place. On arriving at Ottawa, as is the custom, the wheels were examined to see that they were in a safe condition and the employee performing such service was horrified to find that the wheels, axles &c., showed signs of blood and torn clothes, plainly indicating that human life had been lost. The return train next morning discovered the fragments of the body of a man about a mile from Stittsville. They presented a fearful appearance, and but for the clothing and other incidental matters it would have been impossible to say to whom or what they had belonged. It is supposed the unfortunate man was under the influence of liquor at the time of the fatality, as a bottle was found lying close beside him. An inquest was held on Friday, and a verdict returned of accidental death.

05/05/1882 *Almonte Gazette* *Chalk River* *Almonte*

OBSTRUCTION. - Tuesday last a lumber train passed through Almonte, and having to deliver or receive some freight in the freight van it was drawn up to the station, the train blocking the crossing on Bridge street for several minutes. The same thing occurred again at two o'clock, and we would like to know if this could not be avoided by leaving the train on the bridge and the engine taking the freight car up to the station and then backing down. The convenience of the public should be certainly considered.

06/05/1882 *Ottawa Citizen* *Maniwaki* *Kazabazua*

The engineers and party have today projected their location to the Kazabazua plains and the line will cross the Kazabazua River about one mile and a half from this village. The work has become somewhat retarded owing to the great quantity of water on the low lands and swamps but the weather of the last week here has been favorable to field operations and the work continues bravely on. The people are very enthusiastic and are lending all assistance in their powers to expedite matters in this and adjoining townships.

08/05/1882 *Ottawa Free Press* *Maniwaki* *Aylwin*

The surveyor's line of the Ottawa & Gatineau R.R. was carried across the Kazabazua today. We ship camp to Kelleen's, Lowe township, on Monday.

09/05/1882 *Ottawa Citizen* *Canada Atlantic* *Archville*

Yesterday forenoon a workman employed on the Canada Atlantic Railway met with a serious accident at a point of the line near the school house at Archville. It appears that the man in question was attempting to leap on to the gravel train when he missed his footing and fell on the track, the car passing over him and crushing him terribly. The injured man was carried to Coyne's hotel and medical aid was immediately summoned to attend to his injuries.

10/05/1882 *Ottawa Free Press* *Canada Atlantic*

Ald. O'Leary has begun the work of grading on the Canada Atlantic Railway. He has quite a number of men employes and intends pushing on his contract as fast as possible.

12/05/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

The machinery for the new car shops at Carleton Place is being put in position. Though the buildings are not much larger than they were at Brockville, it is said that very soon another one hundred feet will have been added.

12/05/1882 *Ottawa Free Press* *Maniwaki*

Article on the progress of the survey. Good description of life in camp.

Piece by piece the machinery in the St. L. & O.. Railway machine's shops here is being removed to other places and before long the shops will be closed and the men removed - perhaps dismissed.

Prescott has a reason to regret the day that brought into existence the terrible octopus known as the Syndicate, for it has proved a curse to this town. The fine railway for which the people of Prescott so patiently bore for long years the burden of heavy taxation has been degraded to the position of a second-class freight road. The workshops which all people were led to believe when they gave the bonus would always be located here, have been or are being removed.

Already our town has lost a number of its best citizens through the change and others are going - and the end is not yet.

And what about the hard working laborers and mechanics who have invested the hard earned savings of almost a lifetime in what they fondly supposed was to prove a permanent home. These men are being removed. Their property is next to worthless. It is doubtful if they can ever rent it at any price. What has cost years of struggle and careful saving to obtain is in a few months made almost valueless. But, what cares the Syndicate? or what cares the government which gave it the power to work desolation and ruin? The first seeks wealth, the last power and office, and neither cares how it is obtained, neither cares how many working men are trampled under their feet if they but attain the object of that ambition.

Working men, is it not time such monopolies were crushed? Is it not time that a government which only legislate in the interest of the wealthy, which gives rich and powerful corporations legal right to amass still greater wealth and power at the expense of the poor, struggling workman, should be wiped out of existence?

Think the matter over carefully. Depend not on promises. They have been made already, but only to be broken.

Remember that neither the government nor it's Syndicate octopus care for aught but wealth and power at your expense.

And remember above all things that you have the remedy in your own hands. Down with monopolies! Down with governments that create them! Your votes are the remedy.

19/05/1882 *Almonte Gazette**Belleville**Perth*

BOOMING - The good old town of Perth is awakening from its Rip Van Winkle slumber. Recently a dozen carloads of machinery for the new car shops arrived there; and business in other respects is steadily improving.

19/05/1882 *Renfrew Mercury**Chalk River**Pembroke*

The railway company intend to straighten the track on the east end of the railway bridge at Pembroke. This will necessitate the removal of the present station and wood shed. The change will be made about the end of this month.

19/05/1882 *Renfrew Mercury**Chalk River**Arnprior*

The C.P.R. is putting in another siding at the Arnprior station. The business of the road has been largely increased of late, and new sidings have been added to nearly all stations on the line. Arnprior Chronicle.

22/05/1882 *Brockville Recorder**Brockville*

We have, in our short and uneventful career, heard of runaway girls, runaway horses, runaway metches and even runaway engines, but it remained for our maturer years to hear of a runaway railway car. Such a curiosity came to light on Saturday, and ?respects resulted more seriously than the majority of runaways. During the afternoon there lay, among other cars, on the track of the Canadian Pacific Railway, above the junction, a box car loaded with black oil. It was couled, but was detached while shunting. While a brakeman named Law was on the car the brake, by some means, became broken or loose and the ? commenced. The grade is considerable at the point of starting and in a few moments the fully laden fugitive was under full headway. The line was open, the brake refused to work, and Law in a few moments found himself going through the inky blackness of the tunnel at a 20 mile an hour gait. There did not seem to be any way stations and Law had no chance to stop for orders. Daylight very soon appeared again and as the car emerged from the darkness the true nature of his peril was revealed. The main line was connected with the track leading to the "Armstrong" ? and on this track the pilot engine, with engineer O'Brien on board was standing. As soon as he saw the situation and realised that a collision was inevitable ? jumped? and the car ? into the pilot. A shower of splinters and a crash that rattled the windows of the station building ? an inspection which revealed no broken bones but the car was seen to be in bad shape. The whole end was ? in and the oil was pouring in black ? through crevices of the deck into the river. Law received no serious injury, and O'Brien who stood at his post, like a "brick" also escaped unhurt. Had the engine not been on the track the probability is that the cabin would have been torn out of the "Armstrong" and the whole cargo dumped in the river.

22/05/1882 *Ottawa Free Press**Maniwaki*

The engineers are still camped on the Stagg Creek Road, on Mr. Field's property.--

Work on the line will commence next week, chopping, clearing etc., ready for grading. Meantime the location of the line is being vigorously pushed towards Hull, via the Peche and will, it is hoped, be finished by the first week of June.

23/05/1882 *Ottawa Citizen**Canada Atlantic**Rideau Canal Drawbridge*

Work on the railway bridge over the canal is progressing well and the contractors will easily have the structure completed in accordance with their agreement.

25/05/1882 *Ottawa Citizen**Canada Atlantic**Rideau Canal drawbridge*

The work on the railway bridge over the canal has progressed so far that the piers are now almost completed, and preparations for the rest of the work are going on rapidly. The material for its completion is almost entirely on the ground.

The annual general meeting of the CAR was held today. Mr. H. McGillivray, president, read the report:

Your directors beg leave to report that since the last annual meeting a very satisfactory progress has been made in constructing the railway from Coteau to the city of Ottawa; the line from Coteau to the High Falls on the Nation River having been completed in the month of December last, and in the month of January two trains each way per day commenced running between Coteau and Nation River. The receipts from passengers and freight exceeded your directors' expectations and the receipts for this portion causes us to look hopefully for the future earnings of the road when completed.

Your directors have also to state that the road is now open to South Indian, a distance of 56 miles from Coteau and 24 miles from Ottawa. Some delays have been caused by owners of lands along the line in getting the right of way, and it is to be hoped that very little more delay will take place from this cause, as the whole line from South Indian to Ottawa is in a fair way of being completed at a very early date. The two principal bridges over the Rideau River and the Rideau canal are making very fair progress so that no delay may be anticipated on their account. Some delay has lately been caused by the want of labourers, but since the arrival of immigrants this want has been satisfied.

Your directors have also to state that the line has been located through the city of Ottawa to its final terminus at the Chaudiere, and every effort has been made with a view to opening the road to Ottawa on the first of August next. Your directors have also to state that preparations are now being made to commence active operation on the eastern portion of the line from Coteau to the province line including the crossing of the St. Lawrence at Coteau.

Your directors are now in negotiation with the Postmaster General with a view to obtaining a contract for carrying the mail from South Indian to Coteau, which is much desired by people along the line, we hope in a short time to be able to report the completion of the contract.

In conclusion your directors have to report the passing of a by law limiting the number of directors to seven, to be annually elected by shareholders, this number being deemed sufficient for the management of the affairs of the company.

Directors for the following year were:

E. McGillivray, McLeod Stewart, G.B. Pattee, Geo. H. Perley, Ottawa; E.C. Smith, St. Albans; Duncan A. McDonald, Lochiel; Alex A. Stewart, Kenyon; Job Rinkin, Montreal; Guy C. Noble, St. Albans.

01/06/1882 *Ottawa Citizen**Canada Atlantic**Archville*

Archville 31st. Work on the Canada Atlantic Railway is progressing steadily. The stone piers of the bridge across the canal are now finished and present a very firm appearance, being pronounced of an excellent job of masonry, reflecting great credit on the contractors and the men by whom the work was done. Messrs. Starrs and Fitzgerald are pushing forward the work on the cutting at a rapid rate and expect to get through in good time. Work on the culvert in the hollow has been commenced and will be pushed rapidly forward. The masonry of the Rideau bridge is now fairly under way, large quantities of stone and materials is now on the ground and will be added to the structure as rapidly as possible. The activity of the works and the large number of men employed give to the place a very different tone from the air of undisturbed quiet which was hitherto enjoyed in this pretty little suburb.

02/06/1882 *Almonte Gazette**Belleville*

ONTARIO AND QUEBEC RAILWAY. - The money necessary to build the Ontario and Quebec R. R. has now been paid down and the road is now under contract, to be finished by January 1884. The branch between Kingston and Perth will probably be finished in a few months.

02/06/1882 *Almonte Gazette**Chalk River**Almonte*

COULDN'T SUCCEED. - on Wednesday last when the morning train for the south was leaving the station, one of our townsmen went to get on the platform of the last car, but he was met by a lady who wanted to get off, and the result was that neither succeeded. The presence of the lady effectually blocked the way, and though the would-be-passenger belonged to the press, he could not press himself on that car, and the conductor proved just as successful in preventing the lady from getting off.

02/06/1882 *Globe and Mail**Kingston (CN)*

Painful Injury

This morning as Luke Graham and John McGrane were engaged in taking out ties at Rideau Station, G.T.R., a tie broke, and the pick used by McGrane caught Graham on the left cheek and ripped it and the nostril of his nose open

02/06/1882 *Almonte Gazette**Kingston (CP)*

KINGSTON AND PEMBROKE R.R - EXTENSION. - the grading of the railway from Lavant to Caldwell's mill, Clyde River, is being pushed, and it is expected that by June the work will be completed. The line will then be laid with ties and rails, and it is expected that in [sic] September the road will be in operation. The northern extension will then be 20 miles in length. The survey party connected with the road is now locating the line from the Clyde River to the Renfrew Junction of the C. P. R. R.

03/06/1882 *Ottawa Citizen**Lachute*

Montreal 2nd. The Canada Pacific Railway directors will take over the western section of the Occidental Railway tomorrow, all arrangements having been perfected. The eastern section will not be transferred for some time longer.

03/06/1882 *Ottawa Citizen**Midland**Perth*

Ground was broken for the Midland Railway at Perth on Tuesday last on the Thornton property. Work on the line will be light for some time.

05/06/1882 *Ottawa Citizen**Maniwaki**Hull*

The first sod of the Gatineau Valley Railway will be turned on Thursday the 15th of the present month at Hull.

On Thursday of next week, the 15th, the formal commencement of the construction of the Ottawa and Gatineau Railway and branches will be commenced in Hull by the turning of the first sod. The Hon. Mr. Chapleau, premier of the Province of Quebec has acceded to the request of the Board of Directors and will perform the ceremony. The occasion is expected to be an interesting one. The work will afterwards be prosecuted with vigour.

06/06/1882 *Ottawa Free Press**St. Lawrence and Ottawa**Prescott*

Twenty new and powerful locomotives, built by Dubbs & Co, of Glasgow, have been imported recently by the C.P.R. The locomotives were put together at Prescott, being shipped in pieces to this country. Ten other locomotives will shortly arrive from the same place for the same road.

09/06/1882 *Almonte Gazette**Belleville**Perth*

Between sixty and seventy men are now employed in the construction of the Canadian Pacific car shops at Perth. Rapid progress is being made.

09/06/1882 *Almonte Gazette**Maniwaki*

The first sod of the Ottawa and Gatineau Valley railway will be turned today (Thursday). It is expected that the whole road will be completed in a little over two years.

09/06/1882 *Almonte Gazette**Pontiac Pacific Junction*

A meeting of the directors of the Pontiac and Pacific Junction Railway was held in Ottawa on Wednesday, at which offers were received for the building of the line to Quio this year, and to continue next year to the end. The directors adjourned for a week to make necessary inquiries regarding the standing and capacity of the proposed contractors.

09/06/1882 Renfrew Mercury Belleville Perth car shop

The Courier says Between ? And seventy men are now employed in the construction of the Canada Pacific car shops at Perth. Rapid progress is being made and new machinery is arriving (?constantly).

09/06/1882 Almonte Gazette Chalk River

The track of the Canadian Pacific Railway from Almonte to Pembroke will be relaid with steel rails immediately..

The Canadian Pacific railway is being regularly operated as far west as Flat Creek, to which point passenger trains are now run.

13/06/1882 Ottawa Citizen Canada Atlantic Archville

Daniel Dyer, the man who was injured on the construction cars of the Canada Atlantic Railway, is now so far recovered from his injuries as to be able to go to work again.

The people of the village are now wondering whether or not the goodness of the railway authorities will afford them a footbridge in connection with the railway bridge over the canal. Such would be of great benefit to them and would shorten the distance from the village to the city. They should look to this matter at once.

15/06/1882 Ottawa Citizen Maniwaki

The public would do well to visit the establishment of Mr. Goyer where the silver spade which is to be used by the Hon. J.A. Chapleau today is on exhibition. As a piece of extraordinary work it is undoubtedly one of the best ever turned out either in Ottawa or elsewhere, and reflects the highest credit upon Mr. Goyer who personally has manufactured it. The spade is three quarters full size of an ordinary workingman's spade, the proportions having been kept with great fidelity, and, although ornamental, is fit for ordinary work in the garden in the hands of a lady. The handle is of black walnut, highly hand polished, and the blade and tongue of silver, and as before stated is a face simile of an ordinary spade, so far as proportions and strength go. On the blade is the following inscription:-

The O. and G.V. Railway

Presented to the Hon. J.A. Chapleau,

Premier of Quebec

on the occasion of the turning the

first sod of the

Ottawa and Gatineau Valley Railway

June 15th 1882

God Save the Queen

The inscription is the work of Mr. Cox, Ottawa's leading engraver, and is a marvel of excellence. The spade will be on view after the ceremonies for one or two weeks, by permission of Mr. Chapleau, as a tribute to Mr. Goyer, who turned out this excellent piece of workmanship.

Also covered in Ottawa Free Press, same date. - about a quarter of a mile off the Aylmer road, near the toll gate.

15/06/1882 Ottawa Citizen Maniwaki

Today at Hull at 1.30 p.m.

The public, both of Ottawa City, Hull and the County of Ottawa, will be present in large numbers and everything has been arranged to make it a pleasant holiday, and the proceedings will be doubtless highly interesting as they are important to this section of the county and the Valley of the Gatineau in particular.

15/06/1882 Ottawa Citizen Canada Atlantic Archville

A boy named Harris employed in driving a horse on the Canada Atlantic Railway met with a painful accident on Monday. It appears he was, by some means, drawn under one of the construction cars while in motion, which passed over his foot crushing and bruising it badly. He was at once taken to his home and a doctor called in, who pronounced the injury to be of a very painful but? not serious nature.

16/06/1882 Ottawa Citizen Maniwaki Hull

First sod turned by Mr. Alonzo Wright M.P.

Mr. Chapleau unavoidably absent.

Proceedings interrupted by a rain and thunder storm

The formal inauguration of the work of construction of the Ottawa and Gatineau Valley Railway took place yesterday at Hull, where the first sod was turned by Mr. Alonzo Wright M.P. The ceremony was to have been performed by the Hon. J.A. Chapleau, Premier of Quebec, but at the last minute he found it impossible to attend as he had to represent the province in the transfer of the QMO&O road to the Canadian Pacific Railway Company.

The site selected for the ceremony was a grove on Mrs. Scott's land to the east of the Aylmer Road whence the line from Old Chelsea will run in one direction towards the bridge and in another into the Hull depot. The preparations have been most complete. On an elevation was an enclosed space for the speakers and distinguished guests, and sodded steps lead thence down to the roadbed, which was covered with grass turf. Here the wheelbarrow waited the action of the amateur navigator, the silver spade, a description of which appeared in yesterday's Citizen, being placed on a table in the enclosure. nearby a large marquee had been erected to afford shelter from the heat of the sun's rays, though its usefulness was tested, as it turned out, in defence against a pluvial instead of a solar assault. About 1,500 invitations had been issued and a very large number of the representative men of the County of Ottawa and the cities of Ottawa and Hull were present besides a bevy of ladies in holiday attire. Everything looked promising; a pleasant day was expected and the ceremonies were to be full of interest, but alas, either Mr. Vennor had a grudge against the Gatineau Valley which he knows so well or Macbeth's witches had arranged to assemble on the same ground, for the meeting took place in thunder and lightning and rain. If it was the witches their action is open to objection because they clearly gave notice that their demonstration would be "when hurly-burly's done, when the battle's lost and won" and that cannot be until after the polling next Tuesday. To whomsoever the storm was due the storm was really terrific. After a brief shower the sky brightened, the sun shone out and the proceedings commenced, but no sooner had Mr. Currier, who presided as president of the company commenced to speak than the rain commenced to descend in torrents and the inauguration was illuminated by lightning and welcomed with a salvo of heaven's artillery. The speakers courageously braved the tempest and addressed those who being unable to gain access to the crowded tent, were obliged to content themselves with the partial shelter of umbrellas. Music was furnished at intervals by the Hull band.

Mr. Currier's speech.

Mr. Murray Mitchell's speech

Mr. Alonzo Wright came forward and was received with cheers and shouts of "Hurray for the King of the Gatineau" Speech

Mr. Mackintosh, who was warmly received, said that as the directors were concerned they were not sending their friends away dry (laughter)

Hon. Mr. Skead

The silver spade was then presented to Mr. Alonzo Wright who accepted the same and performed the ceremony of turning the first sod amidst enthusiastic cheers.

After several cries for Mr. Tasse, who no doubt, owing to the heavy downpour, did not respond, Mr. Alonzo Wright mounted the platform and thanked the audience for their attendance and attention to the speakers calling upon three cheers for the Ottawa and Gatineau Valley Railway, which were heartily given. Three cheers were again given "for the Grand Old County of Ottawa", the proceedings coming to a close with three cheers for the King of the Gatineau and the Queen of England.

23/06/1882 *Ottawa Citizen* *Maniwaki*

A meeting of the directors of the Ottawa and Gatineau Valley Railway Company was held today at their office for the transaction of important business connected with the road.

Also the action of Mr. Murray Mitchell, the managing director and chief engineer, in dismissing W.E. Soar, late assistant, for alleged misconduct and dishonesty, was endorsed, and the board fully agreed with the policy adopted to appoint a committee of engineers to investigate the accounts of Mr. W.E. Soar, as well as to report upon the field work he was engaged to superintend and has failed to perform.

23/06/1882 *Almonte Gazette* *QMO&O*

RAILWAY TRANSFER. - the transfer of the western section of Q. M. O. & O. Railway to the C.P.R., took place on Monday night, from which period the road will be under the administration of Mr. A. Baker, superintendent of the Eastern section of the C. P. R.

23/06/1882 *Almonte Gazette* *Chalk River*

LATE TRAIN. - the morning express from the north was several hours behind time last Thursday, owing to a smash-up of a couple of freight cars in the following singular manner: a freight train was proceeding from Renfrew southward, and when near Castleford several of the rear cars became detached owing to a break in the coupling. The employees were not aware of it, and went on, leaving the rear part to overtake them on the steep grade which they were then just nearing. The engine slacked up slightly on the downgrade, which at this place is the steepest on the line. Not so the rear cars, for they increased in velocity, and soon overtook and ran into the front section with great force. Two of the freight cars were smashed to pieces. One of them being loaded with hop poles, made quite a scattering. No one was injured. The remains of the damaged cars were taken through here on Sunday to the repair shops.

23/06/1882 *Almonte Gazette* *Chalk River*

Mr. Worthington, railway contractor, has 160 of his 600 mile contract finished, has 2,000 men employed with 1,500 women and children with them, and it takes from 20 to 25 barrels of flour made into bread per day to supply their wants.

24/06/1882 *Ottawa Citizen* *Aylmer branch* *Aylmer*

The Aylmer branch of the QMO&O Railway was visited last Wednesday by the directors of the Canadian Pacific Railway for the purpose of taking stock.

Also carried in the Ottawa Free Press on 23 June, identical wording.

26/06/1882 *Ottawa Citizen* *Belleville* *Perth car shop*

The new railway buildings at Perth are protected from fire as perfectly as the best of apparatus can do it. There are double hydrants at the ends of each building and others within. A few days ago a test was made before the town council and others by Mr. Buchanan of Montreal, four powerful streams being in action.

The motive power for the car shops in Perth is now supplied by the regular engine which has been put in its place. Materials and machinery arrive daily, and in fact the shops look like a hive of industry although no cars are manufactured yet.

26/06/1882 *Ottawa Citizen* *Chalk River* *Sand Point*

Sand Point. William O'Connor, working at the ballast pit at this station was accidentally run over by a ballast train this afternoon and only lived about thirty minutes after the accident. It seems that during the dinner hour this train was lying in a pit siding and the deceased laid down under one of the cars and fell asleep.

27/06/1882 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

Another consignment of new locomotives for the C.P.R. have arrived from Scotland, and will (be) put together at the workshops as soon as possible.

27/06/1882 *Montreal Star* *Ottawa, Waddington & New York*

In the House of Representatives at Washington, on June the 12th, Mr. Parker, of New York, introduced a joint resolution authorizing the construction of a bridge across the St. Lawrence River, near Waddington, by the New York and Canada Bridge Company which, for this purpose is permitted to unite with the Ottawa, Waddington and New York Railway and Bridge Company. The resolution directs that the location and construction of the bridge be under the supervision of the Secretary of War, to whom all plans and specifications must be submitted for approved.

28/06/1882 *Ottawa Free Press* *Ottawa and Prescott*

It may be remembered by many when twenty-six years ago the inhabitants of old Bytown were aroused one morning by the steam whistle of the Bytown & Prescott Railway at Cunningham's station at Gloucester, there was great rejoicing at the near approach of the time when the road would be completed to Bytown.

Goes on to deplore the mean action of the city council in relation to the grant to the C.A.R.

28/06/1882 *Ottawa Free Press* *Ottawa City Passenger*

One more for the rails.

The street car rails were the cause of the axle of a slab vendor's cart being broken near the Suspension Bridge yesterday.

28/06/1882 *Ottawa Free Press* *Canada Atlantic*

Construction of the road is progressing satisfactorily.. Yesterday a train came within half a mile of Eastman's Springs station.. The track is being laid at the rate of half a mile per day, and the construction train will probably be at the station today. The iron for the bridge over the Rideau River is arriving by the St. Lawrence & Ottawa Railway.

29/06/1882 *Ottawa Citizen* *Chaudiere* *Chaudiere*

CAR call for tenders for clearing, grubbing, grading and masonry of the Chaudiere division, almost three miles. No more than one mile will be let in any one contract.

29/06/1882 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

Yesterday the passenger train in connection with the Royal Mail steamers at Prescott started to run from the Lower Town depot for the first time. It leaves Ottawa at 7 a.m.

29/06/1882 *Ottawa Free Press* *Tramway* *Bronson & Weston*

Mr. D. Ring, in the employ of Messrs. Bronson & Weston, superintended the erection of a large tramway on the piling ground connected within the mill. It was a big undertaking, and its successful completion reflects great credit on the superintendent.

29/06/1882 *Ottawa Free Press* *Pontiac Pacific Junction*

The contract for building the road from Aylmer to Pembroke was let yesterday by the Pontiac Railway Company.

30/06/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Article - Where shall the junction be?

30/06/1882 Renfrew Mercury Belleville Perth

The Perth Courier says - the motive power for the car-shops is now supplied by the regular engine, which is now in its place. The flywheel and main pulley connected with it weight over six tons. A vast number of car wheels have arrived, and additional machinery for the works has also been received. In fact machinery and material are reaching almost daily. The dry-kiln is almost finished and will be the most conspicuous object about the buildings on account of the wide steam chimney for carrying off the exhaust steam, sixty-five feet high. This chimney will be the full width of the building at the beginning, and narrows by steps to half that at the top. The shops now look like a hive of industry, though no cars are manufactured yet.

30/06/1882 Almonte Gazette Chalk River Carleton Place

The keeper of the refreshroom of the C.P.R. at Carleton Place has applied for a beer license.

30/06/1882 Almonte Gazette Chalk River Sand Point

RUN OVER AND KILLED. - A Man named Wm. O'Connor lost his life at Sand Point on Saturday last in a very simple manner. He had been working in the gravel pit, and when the cars were all loaded, he laid down under one of them, for a cool place, knowing that they would not go out until after the express had gone past, but lay too long, as the result proved. When the train had gone he was found, but injured to such an extent as to cause death in a few minutes..

30/06/1882 Ottawa Citizen Chalk River

Out of consideration for the wants of the public the Canadian Pacific Railway have put a mixed train on that portion of their line between Carleton Place and Pembroke. The new arrangement is a great boon to the travelling community.

01/07/1882 Ottawa Citizen Canada Atlantic

The construction of the Canada Atlantic Railway is proceeding satisfactorily. Last Tuesday a train came within half a mile of Eastman Springs station. The track is being laid at the rate of half a mile a day. The iron for the bridge over the Rideau River has arrived by the St. Lawrence and Ottawa Railway.

03/07/1882 Ottawa Free Press Canada Atlantic

The heavy rain of Saturday had the effect of stopping work on the sections of the Canada Atlantic Railway near this city, contracted for by Messrs. Mansfield, O'Leary & Starr. It is likely that, owing to the mud caused by the rain, work will not be resumed before tomorrow.

04/07/1882 Ottawa Citizen Canada Atlantic

Owing to the recent rainfall work on the Canada Atlantic Railway in the vicinity of the city has been suspended for a few days.

07/07/1882 Ottawa Free Press St. Lawrence and Ottawa Prescott

Ten new Scotch locomotives recently arrived are being put together at the C.P.R. workshops in Prescott. They will be put on the new section lying between Fort William, Thunder Bay and Winnipeg.

07/07/1882 Ottawa Free Press Canada Atlantic

Account of a construction accident on Starrs contract in which a temporary trestle, which was being filled in, collapsed.--

Mr. Starr has at present about fifty men employes on his section of the Canada Atlantic Railway, near the head of Deep Cut, It is expected that he will finish his section in about a month.

07/07/1882 Almonte Gazette Chalk River

KILLED ON THE TRACK. - On Tuesday evening of last week the express going north run [sic] over and killed one cow in the village of Renfrew, and three or four more a few miles further up.

07/07/1882 Almonte Gazette Chalk River

EXCURSION TO OGDENSBURG. - the Fourth of July is now almost as anxiously looked forward to by a very large number of our loyal countrymen has by any citizen of Uncle Sam's domains, that being the date chosen by the congregations of St. Paul's church, Almonte, and Grace Church Clayton, on which to have the annual excursion to Ogdensburg, and so well have the efforts of the committee, led by Rev. Mr. Stephenson, being rewarded that each succeeding year shows a decided increase both in the attendance and the financial results over its predecessor. This year was no exception, and on Tuesday morning last the train arrived here from the north with seven car loads of passengers, and when it left here at half past eight it carried with it twelve well filled cars of happy pleasure seekers. At Carleton Place three cars more were added, and at Smith's Falls one car from Perth. An unavoidable delay of one hour was caused at Smith's Falls to await the arrival of the excursionists from Perth, and to cross the express from Brockville. A large number of the party took advantage of the delay to "do" the town, and very many expressions of a highly complimentary nature were given vent to by the visitors. "All things here must end," and the delay at last was over, and once more we were on the way and in due time Brockville was reached without anything of a noteworthy character transpiring. Once there, however, the scene was changed. Sixteen carloads of precious human freight were discharged at the wharf, and a rush was made for the boat, the "Wm. Armstrong," which was to convey the party to Ogdensburg, and amid the pushing, crowding and jostling which took place it is almost a miracle that no accident happened, as the gangways from the platform to the boat were unprotected in any way, and it was necessary to exercise the utmost caution in passing on to the boat. The excursion committee, of course, cannot be held responsible for the carelessness of the boat hands in not providing proper protection, but in future they would do well to see that such carelessness is not repeated. Ogdensburg was reached about three p. m., and the three hours allowed the passengers were spent by them in seeing what was to be seen. At half past six the party left for home, and about two o'clock in the morning the excursionists from here disembarked, a tired and sleepy but well satisfied crowd. It is expected that between \$500 and \$600 will be realized.

10/07/1882 Ottawa Citizen Canada Atlantic Archville

Work on the Canada Atlantic Railway is being rapidly pushed forward. Grading and cutting operations between the bridges over the Rideau River and the Rideau Canal are just approaching completion. The trestle work on both bridges is being pushed rapidly forward and they now begin to assume the appearance of finished structures. Large numbers of men are employed, and it is expected that in a short time the sound of the iron horse will be heard in the village.

The construction of the Canada Atlantic Railway from Coteau Landing on Lake St. Francis to connect with the Grand trunk Railway at Coteau and thence to Ottawa was commenced early in April 1881, by the contractor Mr. D. C. Linsley of Burlington, Vermont. Since that date the great work of construction, grading, bridge building etc. has gone on apace.

During this very brief period for the carrying out of such an enterprise, rapid has been made and today the work is well nigh completed, the track being finished some four miles of Hawthorne, or about 10 miles from the city limits. Up to this point the road is in perfect shape. The contractor has introduced a system of track laying for the first time adopted in this country - the ties being permanently packed outside the rails and the track being thoroughly lined up; so that before the first lift of ballast was put on the road bed he had his roadway in condition to run express trains, indeed the construction train at many times ran at a speed --ing thirty miles an hour. ?? completed the work along the line is of the highest order, wire fencing stone culverts, cattle guards. The grades are easy, the steepest of which is less than 35 feet per mile - and that only for a short distance - while the sharpest curve is only about 2 degrees. The masonry is of neat design and presents a striking appearance from its massiveness and stability. The road has been opened for passenger and freight traffic as far as South Indian and two mixed trains run daily each way. This week traffic will be extended to Eastman's Springs, but the location of the depot there has not yet been decided upon, there being some difficulty in procuring the ground for a suitable site. The various depots along the line are very handsome and convenient structures, adapted in every way to suit the wants of a travelling public. The work of construction from the end of track to the Rideau River - section 70 - which is being performed by Mr. John O'Leary, is being rapidly pushed forward and will be completed on Saturday next. Mr. O'Leary has also the contract for the mason work on the Rideau River and Rideau Canal bridges, the former being completed and the lateral be finished in the course of eight days. The iron work of both bridges is being put up by the Toronto Bridge Company, the one across the river being an iron truss bridge, and the one across the canal an iron swing bridge. The workmanship of both reflects great credit on the company. Work on section 80, (from the Rideau River to the Rideau Canal) is being diligently prosecuted by the contractors Messrs. Fitzgerald and Starrs will be brought to completion in about ten days. it is expected that on or about the first day of August the first locomotive will steam into the city, and the road thrown open to the public for freight and passenger traffic. The line is being laid throughout by steel rails, and when the last spike has been driven it can be truly be said that the country can boast of having one of the best constructed lines, as it will undoubtedly be one of the best paying in the entire Dominion. it is only but justice to mention the untiring energies of Mr. Linsley, the contractor, who upon all occasions worked indefatigably and zealously for the good of the enterprise. His professional ability as a civil engineer, his practical knowledge of railway building, and his extraordinary perseverance, one of his chief characteristics, have eminently fitted him in bringing the completion of this much needed railway to a successful issue. Whether the station for Ottawa will be located in the city or outside the boundary is a question which, if the company have already decided themselves, they have not made it known, and it is readily averred that the matter is still receiving the consideration of the board of directors, and as yet no definite decision has been arrived at. This is of course entirely due to the action of the Corporation in refusing to grant the railway the proposed bonus. Again, regarding the Chaudiere Branch, a difficulty arose through many residents and other parties interested taking objection to the route surveyed for many alleged reasons and endeavouring to show a more feasible and practicable scheme. To this latter course the heads of the railway refused to agree and accordingly it is mere conjecture to say what conclusions may have been arrived at in this direction. However, it is not at all likely, once the line is under operation to the city limits that there will be any serious barrier in the way of arriving at a satisfactory arrangement as to the best possible procurable sites for a passenger depot somewhere in the vicinity of Elgin Street or, on the other hand as the entrance to, or situation of the lumber depot at the Chaudiere.

13/07/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

Mr. Calum Davis, who has resigned his position on the St. L. & O. Railway, is now engaged on the Canada Pacific as locomotive superintendent.

14/07/1882 *Almonte Gazette* *Brockville* *Smiths Falls*

N. P. - At Smith Falls on Wednesday evening more hard words were showered on the operations of the N. P. at the depot there than we ever previously heard in the same space of time. The station house had just received a coat of new paint, and a score or more of the visitors "changed their colors" by leaning on the window sills, &c. One gentleman, Mr. Davidson, commercial traveler, had a new suit spoiled, and we observed a number of other gentlemen whose "green" appearance - we mean the appearance of their clothing - was the cause of considerable merriment among the unsympathetic onlookers. "Beware of paint" posted on the wall would have saved several new suits, as well as the issue of of [sic] of such volleys of air-thickening expressions as we were compelled to listen to.

14/07/1882 *Almonte Gazette* *Chalk River* *Almonte*

THAT SWITCH. - The sublime indifference with which the public convenience is tested by some of the train hands of the Canada Pacific Railway would be amusing if it were not so serious a matter for the public. The passing of trains over Bridge Street is in itself an inconvenience, but one to which the public are not disposed to seriously object, but when an outrage such as was perpetrated on Wednesday last takes place, a long suffering public cannot help protesting. On that day No.11 train met and crossed No.14, which we presume had the right of way; immediately after No.6 had left No.14 drew up to the station for the purpose of loading and unloading freight. As soon as No.14 had drawn up to the station No.11 ran through the siding on to the main line, the engine being some distance beyond the tank, but instead of clearing the crossing, which it might have done by moving three car lengths ahead, it blocked the crossing for over twelve minutes, while waiting to back up to the station. What made it worse was that it occurred while the factory hands were going to dinner, and many of them had to cross over the buffers or crawl under the cars in order to prevent a waste of their short dinner time. When a death has occurred at that spot perhaps somebody will interfere.

14/07/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of ratepayers meeting - majority in favour of rendering assistance.

15/07/1882 *Ottawa Free Press* *Canada Atlantic*

Some fifteen cars loaded with iron work for the Atlantic Railway bridge to be built across the canal have already arrived by the St. L.& O. R. About three cars more, it is expected, will complete the contract.

17/07/1882 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

Work commenced on the Pontiac Pacific Junction Railway last Thursday. One hundred and fifty more men will be engaged next Tuesday The contractor has to complete his contract to the Quio by the fall.

17/07/1882 *Montreal Gazette* *Pontiac Pacific Junction*

The contractor for the Pontoac and pacific Jinction Railway has commenced. Th expects to have 150 men at work within a day or two

17/07/1882 *Montreal Gazette* *Kingston (CP)*

At a public meeting held at Renfrew the grant of a bonus to the Kingston & Pembroke Railway was taken into consideration. The meeting ultimately decided to grant a right of way from Madawaska to Renfrew, to give enough land for a station and to grant exemption for ten years.

19/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. Expects to complete his contract in about three weeks.

20/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. W. Palen has completed the trestle approaches to the C.A.R. bridge over the canal.

The work of taking the track of the Canada Atlantic Railway over that of the St. Lawrence & Ottawa Railway was yesterday completed under the superintendence of Mr. S.S. Churchill.

The reeve has received an answer to his last communication, relating to the recent meeting in the Township Hall, from the President of the K. & P.R. Mr. Gildersleeve says the offer of a bonus of only \$3,000 was a disappointment: and he submitted instead a proposition - for exemption from taxation for twenty years and a bonus of \$3,000 payable on completion of the line into Renfrew; and \$5,000 when the assessment shall have reached \$30,000 over its present amount: or one payment of \$6,000 on completion of the line to Renfrew. The exemption and the bonus by law to be confirmed by the Legislature; but the expenses attendant thereon to be borne by the company. There is a serious difference of opinion as to the advisability of coming into Renfrew at all; but if the present proposal be accepted the junction will be definitely settled at Renfrew, and might possibly be finished in fifteen months.

More.

THE WRONG TRAIN. - an incident of the difficulty encountered at the C. P. Junction by inexperienced travelers is to hand. A young lady, returning from school in Toronto to her home in Pembroke, arrived at the junction by the evening train on a recent Saturday. Knowing she must change cars, she got off the train and started in search of one going to Pembroke. After walking around for some time she saw one pointing in that direction and stepped on board. The train moved off and she found she was returning to Brockville instead of getting near home. Taking the advice of the conductor she dropped off at the Falls, where our kind-hearted H. M. H. S. who happened to be on the train, took charge of her and escorted her to the Butler house, where she remained till Monday. It seems too bad that such mistakes should occur. It is really a difficult matter for young travelers especially to keep right at the junction, and something should be done to prevent such mistakes.

A FEARFUL LEAP. - on Wednesday night of last week four horses belonging to McLaughlin Bros., Arnprior, being frightened by a train, plunged over the railway bridge at that place into the Madawaska river, a distance of over forty feet, and yet were saved without much injury. Last week's Chronicle gives the following particulars of the occurrence: anyone who knows the height of the bridge above the Madawaska river, its open trestle work on top, the large number of saw logs which were at the time floating below, and the darkness of the night at 11.30 p.m. Wednesday, would think it almost incredible that four horses could keep their footing for such a considerable distance on the open timbers, and finally make such a terrible leap among the logs in the water below, and yet swim to shore apparently none the worse for the perilous adventure. This singular accident occurred in this manner. The horses, all fine large animals, had been placed with others in a pasture which adjoins the east end of the bridge, but had got out and were on the railway track when the midnight freight train came along from the south. The engine driver discovered them ahead of him as he turned the curve before entering the bridge, and he gave the short sharp whistles for "on brakes," which were equally promptly applied, and the train brought to a halt on the steep embankment just before entering on the bridge. The horses having taken fright at the approaching train, four of the animals sped along on the centre of the railway track and soon reached the bridge. The night was wet and very dark. The top of the bridge is open timbers placed 18 or 20 inches apart, the only covering being the rails and a couple of narrow planks placed lengthwise between them, barely sufficient for a foot passenger to pass over with safety. Yet along this bridge and trestle work the fleeing horses kept their feet a distance of 25 or 30 yards before they fell or took the wonderful leap into the depths below. One of the horses leaped from the bridge on the south side and swam to shore, another one taking his headlong leap over the north side. The remaining two, however, fell on the trestle work on the north side and could not extricate themselves. The splash of the two horses as they entered the water was heard distinctly at the station, nearly half a mile distant, and the station master concluded that some of the cars had gone over the bridge, he having just previously heard the danger signal of the engine. Mr. Henderson, the baggage master, hurried forward with his light. Mr. A. McDonald, of the marble works, also hurried to the scene and rendered valuable assistance. A couple of raftsmen, who had been asleep in their boat a short distance from where the horses entered the water, woke up in alarm, but soon lent their aid in piloting the horses ashore, and in clearing away the logs from the place where the two remaining horses would require to be thrown over. In the meantime the train hands had procured a number of fence rails with which to pry up the horses still on the bridge, as the only means of extricating them, and then roll them over the side and let them take their chances of escape. This task was one of considerable difficulty and no little danger to the men, but was safely accomplished. The first horse struck the water broadside with a loud thud, and soon came to the surface. The last one took the leap head first, making a beautiful deep dive. They were both landed in safety, accepting a few scratches. The water being over thirty feet deep was no doubt in favor of the horses. It was fortunate that the train was stopped before entering the bridge, for an all likelihood, had it been otherwise, the train itself might have been thrown off the track into the river. This is the second narrow escape of a train at this bridge. A few years ago a passenger car jumped the track and broke the couplings just as the train was entering the bridge, and only stopped when the forward end of the car hung over the side of the bridge at the very spot where the horses were rolled over.

The people of Renfrew have decided to offer the right of way through the village and land for station purposes in the event of the Kingston and Pembroke Railway being made to connect with the Canada Pacific in that place.

Mr. Robert Scott of this place, has been engaged by the Company to build the culverts between Perth and Sharbot Lake. For the Ontario and Quebec Railway

Work has commenced on the Pontiac & Pacific Railway. It is expected that the road will be laid to Quio by December 1.

Ald. O'Leary has finished work on his contract on the Canada Atlantic Railway. It is more than probable that the first train run into the city will pass over the road today.

A large number of men are now employed in erecting the fences which are of barbed wire with cedar posts along the line of this railway.

The first train over the new C.A. Railway bridge, constructed over the Rideau River, near Cassidy's hotel, shunted over the bridge on Tuesday. The structure stood the test well.

CONTRACTS. - The whole of the five-mile contracts on the Ontario & Quebec Railway between Sharbot Lake and Toronto have been let. The company build the line themselves from Perth to the Kingston & Pembroke Railway crossing.

An inquest was held on the body of Hugh Diamond, who was accidentally killed in Gilmore's lumber yard on the Gatineau. Deceased attempted to place his hand spike between the lumber and the end of the car, and in doing so over balanced himself, falling beneath it, the first car passing over his body and crushing his ribs in a fearful manner. The second car was thrown off the track, and the two hind wheels of the third passed over his forehead. A verdict of accidental death caused by deceased persisting in disobeying the orders of the foreman was returned.

28/07/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

A tank capable of holding twenty thousand gallons of water is being finished at the Carleton Place Junction

28/07/1882 *Ottawa Citizen* *Brockville*

The half past eleven freight train on the Brockville branch, when one mile south of Smiths Falls, collided with a special locomotive and tender coming from Brockville. Engineer Burns was killed. Some ten freight cars were damaged as well as both locomotives. A special carrying Sir John Macdonald arrived shortly after the collision, but returned to Ottawa after an hour's delay. More.

28/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. Pierce Mansfield's contract on the Canada Atlantic Railway was finished on Wednesday last. The work was commenced on the 8th of May--

28/07/1882 *Ottawa Citizen* *Maniwaki*

Yesterday the representatives of the company purchased in New York seven hundred and fifty tons of steel rails on English account, and these will be speedily transported to Canada so that in short time the work of laying the rails may be begun.

29/07/1882 *Brockville Recorder* *Brockville*

Only having a few minutes in which to give notice of the disaster on the C.P.R. yesterday before going to press, our report was gained hurriedly and was therefore quite inaccurate. It was nearly six o'clock this morning before anyone reached the scene of the accident, and not until that hour could accurate be obtained concerning the affair.

It now seems that Burns collided with the freight train, and not the express as stated yesterday, and he was running a single engine out at the time. He left here about 11 o'clock with a special engine carrying a white flag cleared for Carleton Place. He stopped at Irish Creek, and was there, it is said, given a clearance for Smiths Falls. About 1½ miles this side of Smiths Falls, while rounding a bad curve, he met freight train No. 39 with 21 loaded flat cars, and though the special was running comparatively easy at the time, the smash which followed is described as terrific. The whole cylinder of the special was torn from its platform and both engines left the track. They met just over a culvert at the crossing and as the engines fell into the hole the loaded cars piled one above the other into the wreck. Of the whole train of 21 cars, 16 were smashed, 12 being so completely ruined that they will likely be burned beside the track today. They included rolling stock of the C.P.R., New York Central, Grand Trunk and Utica and Black River Railways. Both engines were also torn to pieces, the headlights being compressed together into a space only a few inches in thickness.

The first thing to do after the accident happened was to look for casualties, and search was at once made for the missing. All hands turned up except Engineer Burns, and in three or four minutes the poor fellow was found beneath the ruins of his engine, still alive, but so horribly burned and crushed as to leave no doubt as to his having met his death blow. When the engines came together he had been thrown against the boiler head and there held while the whole contents of the heated boiler poured from the broken gauge glass directly over his body, liberally parboiling him from the waist up. He was taken out and conveyed to a farm house where he lingered in great agony for about 9½ hours, when death ended his sufferings.

Joe Burke, the fireman of the special, jumped when he saw the freight ahead and escaped almost miraculously. He says that as soon as the freight was sighted he told Burns of his intention to jump. Burns said nothing but at once applied the brake to the tender and seemed ready to jump as well. Just before Burke took the ? he saw Burns give the brake lever another turn as if to still further check the speed and then all was drowned in the crash. Horbridge, of Ottawa, the driver of the freight, stuck to his post and was unhurt. His fireman, young Kelly, jumped and only received a few scratches. The brakeman, George Cavanagh, of Smiths Falls, also jumped and was bruised about the head and shoulders. Kelly, the conductor, also escaped injury.

Of course, to everyone, it is apparent that someone had blundered, but just upon (rest illegible).

31/07/1882 *Ottawa Citizen* *Brockville*

Citizen July 31, 1882. A careful investigation into the accident leaves no doubt that the affair was the fault of the unfortunate engineer Burns, the only person who fatally suffered as a result of the accident.

Mr. Burns, the engineer, was at the time of the accident, returning from Brockville with his engine having gone to that place with a special. He had special instructions to keep the train under his charge clear of all trains and obeyed these orders until he left Irish Creek, about seven miles from Smiths Falls. Here he totally disregarded what had been told him, and instead of waiting there for the regular freight from Carleton Place then almost due, should pass him he pushed on at a high rate of speed in the expectation of reaching the next station before it had left.

More.

31/07/1882 *Ottawa Citizen* *Pontiac Pacific Junction*

Owing to the location posts of the former railway having been removed the engineers of the Pontiac Railway could not make as much progress last week as was expected. It may seem somewhat strange but out of all the surveys that have been made heretofore not a note plan or post can be found. The delay, therefore, cannot be wondered at, considering the disadvantages to be contended with. The survey party has reached Hurdman's farm in Eardley township. It will take about two months to complete the survey - as Mr. Shanly says. The people of the Pontiac are somewhat disappointed at the interruptions which occur, but trust for all that they are going to get their railway.

01/08/1882 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

Grading is commenced on the first mile of the Canada Atlantic Railway on the Ottawa side of the Rideau Canal by the contractors Messrs. Macdonald and Brown. This part of the road terminates at the property of Mr. McLeod Stewart.

03/08/1882 *Ottawa Free Press* *Belleville* *Perth*

On Monday last "Capt" Finnessy took a gang of forty two men to work on Mr. Beemer's railway contract at Perth and today took out another gang of forty-three.

03/08/1882 *Ottawa Citizen* *Canada Atlantic* *Rideau River*

Yesterday afternoon a CITIZEN reporter took a walk out to the Canada Atlantic Railway Company's bridge over the canal where he was fortunate to find Mr. Linsley the contractor, who kindly gave him an invitation to accompany him on a tour of inspection over a portion of the road. Having finished taking a look at the bridge which spans the Rideau River, a very fine structure, the engine "Georgia" under the control of the genial driver Joe West who claims the honour of being the first over the bridge, was uncoupled from a construction train and started on a good run east. This road is very finely ballasted to within about one and a half miles from the city and work is being pushed on rapidly by a large gang of men. The rails are of the best class of steel from the Ebervale (should be Ebbw Vale) Works in Wales and the nut lock adopted by the road is Atwoods Patent Lock Nut which Mr. Linsley has had manufactured by Taylor of Montreal. The device is the most simple and effective in existence. The swing bridge across the canal is finished and the road graded to Elgin Street so that before many days the residents of Ottawa will be able to reach Montreal in three hours and a half or less. If Mr. Linsley's staff are all as courteous as their chief, the travelling public will have no reason to complain.

INSPECTING THE CAR SHOPS. - on Thursday of last week, message. McIntyre, Smith, Kemp, Drinkwater and Smellie were at the Perth car-shops on a tour of inspection. They were met at the station by Messrs. F. A. Hall, Mayor JohnHhaggart, M.P. Robert Meighen and John A. McLaren. The party were shown through the shops by Mr. Little, manager. Cars are now in all stages of construction, and several are finished and marked "Made at the C. P. Car Works, Perth, July, 1882." The shops are now turning out twelve cars per week. Houses are still very scarce in Perth, and the workmen and the railway company are complaining for want of them. The people of the old town seem to be very slowly recognizing the fact that a large industry is at work and the population of the town is largely increasing.

The swing bridge over the Canada Atlantic Railway is completed and the first train has passed over it. Passenger trains will be passing over it in the course of a few days

Tenders have been invited for grading the Kingston & Pembroke Railway from the Madawaska to a point nine miles northward.

COLLISION AT SMITH'S FALLS

A Terrible Catastrophe - Engineer Burns Killed, and a Dozen Cars Wrecked - The Particulars of the Occurrence.

(From our Smiths Falls correspondent.)

On Friday last there happened just below this place a collision between a freight train and a locomotive, which for disastrous destruction of rolling stock, has been seldom equalled and never surpassed on the line. The disaster occurred about one and a half miles below S. Falls, at the crossing known as Fosters. There is at this place a considerable curve in the road, and as the land in the bend is overgrown with trees, only a short distance is in sight of the engineers. It seems that an engineer, or driver, as he is generally called, named Burns, and his fireman, Burke, had for some days been running a special train for the officials of the road, and were on the eventful day returning with the engine, to Ottawa, to take their usual place on the express. On arriving at Irish Creek, where they were to have passed the noon freight from the north, they found that it was seven minutes late, and Burns, being accustomed to running at the rate of a mile per minute, decided to make Smith's Falls, a distance of seven miles, in that time. But unfortunately the freight had gained two minutes, and the operator at Irish Creek not having notified the agent at Smith's Falls that the road was occupied, it was allowed to leave the station here, and the collision mentioned was the result. Both engineers remained at their posts. Burns was injured so severely that he died in less than three hours after the occurrence of the accident; the other, Borbridge, received no hurt of any kind. The firemen both jumped from the rapidly approaching engines. One, Burke, escaped without a scratch; the other, Kelly, fell and received an injury to his back. There were on the freight train, besides the occupants of the engines, two brakemen and a conductor. The conductor, who was in the last car remained in his place, the brakemen jumped from the cars, all three escaping scot free. Poor Burns, having no weight at his back, stood a small chance. When the shock came he was thrown forcibly against his engine, striking the glass water-gauge with his face and receiving a severe cut under the eye. At the same time the coal from the tender was piled around him so that he was held fast in this position, the steam and hot water escaping from the broken gauge meeting him in the face and scalding him most severely. He was also compelled from his position to inhale the escaping steam, which doubtless was the immediate cause of his death. In this condition and place he was found by Mrs. Hawkins, who, hearing the shock, and thinking it might be the passenger train, which was due about that time, ran quickly to the spot, and seeing the poor man, bravely attempted to release him. She was shortly joined by Mr. Thos. Foster, and with his assistance got him out and laid him on the grass. This brave woman remained by him while he lived, attending to his wants and trying to relieve his sufferings. A physician was summoned from the town, and he was carried to the house of Mr. John Sharp, but died in a few minutes after his arrival there. Such was the force of the meeting that both engines rose from the rails, and, breaking loose from the cars were thrown about 15 yards along the track. The train itself was completely wrecked, twelve cars being piled in one great heap. All traffic on the line was suspended for about twelve hours. Crowds of people visited the place, anxious to see the consequences of what we hope will prove a very rare occurrence on this rail-road.

THE WRECK BY MOONLIGHT

formed a wild, weird picture of destruction. The workmen, moving hither and thither with their torches, looked, in the pale light of the moon, like ghastly spectres hovering around the wreck, while their loud "yo ho's", sounded out upon the still night air and rendered the scene still more dreadful. What a sight it was! And 100 yards away lay the corpse of the fearless driver, a victim of his own to eager desire for haste! A striking instance of the truth of the old adage, "the more haste the less speed."

THE ENGINEER AND FIREMAN'S STORY

From the engineer of the freight we learned that it was running at a rate of from 15 to 20 miles an hour. He was about five minutes late when he left the Falls. When asked why he remained on the engine he said that an engineer was much safer there than he would be were he to jump. In jumping he ran the risk of falling and perhaps breaking a leg, so that he would be unable to get out of the way, and would be almost certainly crushed to death by the falling cars. He saw the impending collision, and after doing everything he could to make it as light as possible, he prepared himself for the shock, ready to take every chance of life. The following is the account given by fireman Burke, who is well known in this place, having lived here for many years, and attended our High School, being one of the cleverest pueexpress the next week, but for the last few days we had been running a special train for the officials on the road. We were on our way to Ottawa to take the night express as usual. Often at that time of day cows would be on the road. As we were running along at a pretty good speed, I saw Burns straighten up, and knew something was wrong, but thought there were some cows in the way. In a moment however, I saw the freight coming round the bend. I sprang to the brake and turned it on with all my strength, while the driver turned off the engine and reversed as quickly as possible. As soon as I saw we had reached our slowest speed, and when the engines were about 40 feet apart, I jumped, and, alighting on my feet, ran out on the road to be out of the way of the falling cars. Looking around, I saw Kavanaugh, who had also jumped, standing clasping his hands when he saw me running. Burns seemed to think he could put on the brake tighter than I had done, and turned to do so. Finding it quite tight, he was returning to his engine when the collision took place, and, not being ready for the shock, was thrown forward into the position in which he was found."

An investigation has resulted in placing the fault of the accident on the shoulders of the deceased driver, who left Irish Creek on his own responsibility and against the express orders of the agent there, who refused to give him a clearance. The railway company paid all expenses incurred to anyone on account of the accident. Their loss will be over \$10,000.

The deceased engineer was buried on Sunday, a special train being run to accommodate the employees along the road. Burns having been a Free Mason, the lodge here assembled, intending to attend his funeral, but the railway authorities would not allow any but employees to go on the train; so they were compelled to march back, much chagrined at the failure of their purpose. Some who had got on the train were put off as they were discovered here and there along the line.

Report to Board of Directors.

-- the road is constructed and ballasted to within one half mile of the Rideau river and the bridges over the Rideau river and Rideau canal will be fully completed within three or four days. The road is now graded to the line of Elgin street in this city and the ties will be laid on this portion at once, and the ballasting of the whole line to Ottawa will be completed next week. --

Great progress is being made on the Pontiac and Pacific Junction Railway. About 150 men are now employed and the contractors expect to have 300 employed by the end of the present month. It is expected to have the road completed as far as Quyon by the 1st of December next. The engineers are also making great progress with their work. Aylmer Times.

04/08/1882 Renfrew Mercury Kingston (CP) Renfrew

Account of a further meeting of the ratepayers - Ratepayers in favour of granting further aid.

09/08/1882 Ottawa Citizen Belleville Perth

Work on the Ontario and Quebec Railway is being rapidly prosecuted. On the Perth section two hundred men are at work. A batch of immigrants also arrived last week. Rock men get \$1.50 per day and shovellers get \$1.40.

09/08/1882 Ottawa Citizen Pontiac Pacific Junction

Pontiac Railway. The engineers are busy at work and making rapid progress with the survey on this railway. If everything goes right it is expected they will have the road completed as far as Quio where it will enter Pontiac county by the beginning of December. In the meantime they have 150 men employed in the work of construction and by the end of the present month that number will be doubled.

11/08/1882 Renfrew Mercury Kingston (CP) Renfrew

By-law No. 240 to aid and assist the Kingston and Pembroke Railway by granting a bonus thereto of \$3,000 dollars. Full wording.

11/08/1882 Almonte Gazette Kingston (CP) Renfrew

A JUNCTION AT RENFREW. - next week Mr. Geo. A. Kirkpatrick, M.P. and Messrs. B. W. Folger and C. F. Gildersleeve will visit Renfrew to make arrangements for the submission of a by-law in connection with the Kingston and Pembroke Road to the people of that town. At a meeting held there recently it was decided to offer the K. and P. Company a bonus of \$6,000 and exemption from taxes for twenty years if they would effect a junction with the Canada Central at that town. This offer has been accepted by the company, and a by-law legalizing the grants mentioned will be put to the people as soon as possible.

11/08/1882 Almonte Gazette Brockville

THE LATE COLLISION. - is human life worthless, that a man can be sacrificed and no inquiry made about it? Here was a man permitted to take an engine and start for Ottawa, his coming being announced by the train ahead of him, killed by a collision with another engine, and, to all intents and purposes, the company say "served him right." It is evident that "someone had blundered," and who it was is the duty of the authorities to discover. Of course poor Burns, not being able to speak for himself, has to bear all the blame, but that is a state of things very unsatisfactory, and in the interest of the employees, as well as of the general public, a searching inquiry should be made as to whether the line is worked by a system that can be relied on, or at haphazard, and at the will of every employee who has charge of an engine.

11/08/1882 Almonte Gazette Belleville Perth

Two hundred and seventy men are at work on the Perth Section of the Ontario and Quebec Railway. Shovellers now get \$1.40 per day and rock men \$1.50 on the railways.

14/08/1882 Ottawa Citizen Chalk River

Trains are now running as far as Callendar on the CPR for conveying passengers. The telegraph has been constructed to that point to operate the road.

16/08/1882 Ottawa Citizen Ottawa City Passenger

The first car in the morning leaves New Edinburgh at 7.10 and the last car at night leaves the Chaudiere at 10 o'clock. These cars connect with the departure and arrival of the Montreal trains.

16/08/1882 Ottawa Free Press Canada Atlantic

Mr. MacMac foreman of section of the C.A. Railway now building outside the city, had a dispute with Mr. Lambton, resident engineer yesterday. The result was that some thirty-four men, constituting the gang under Mr. MacMac's direction, immediately quit working. It is said the dispute was over wages.

17/08/1882 Ottawa Free Press Pontiac Pacific Junction

The work of locating and grading this road is now going on and over 200 men are employed. The cutting at Hurdman's is progressing favorably. Before the end of the month, an engine will be put on. The contractors are now preparing the road from the Aylmer station, and will lay the ties next week. Mr. Perreault, the contractor, has sub-let ten miles of the road between Mr. James Brady's farm and the Quyon in two sections of five miles each. Mr. Lapierre has the contract of five miles commencing at Brady's and Mr. Reid, also of Montreal, to commence where Mr. Lapierre ends. Both the above gentlemen are old railroad men and we have no doubt but that their work will compare favorably with the rest of the line. A staff of engineers started at the Quyon on Friday last in charge of Mr. Burnel to work downwards and to meet the party under Mr. Shanly. The location of the line will be completed next week. Mr. Perreault's son starts about two miles this side of Quyon with a large gang of men next week; they will work downwards until such time as the engineers decide as to the exact location of crossing the Quyon River is finally decided. -- Aylmer Times. (also in the Renfrew Mercury August 25)

17/08/1882 Pontiac News Chalk River Sand Point

The railway authorities have opened a gravel pit at Sand Point and now have a considerable number of men at work therein. It makes quite a stir in this little village.

18/08/1882 Renfrew Mercury Belleville Perth car shop

The Courier says - About nine o'clock on Saturday night another alarm of fire was sounded, and this time the danger proved to be at the car shops, to which speedily rushed half the town, and the two hand engines. The works have their own appliances for putting out fires, consisting of a pump connected with the engine, numerous hydrants and plenty of hose; and in a short time the spot was fairly deluged with water and the fire extinguished. The blaze was at the far end of the long building, and made no headway before it was flooded out. Some supposed the fire was caused by the spontaneous combustion of some cotton waste and oil at that end of the building, but the manager says there is no oil on the waste, and this could not have been the cause. Suspicions in another direction are entertained.

21/08/1882 Ottawa Citizen Belleville Perth

The Pembroke Observer says:- in about ten days the work of grading on both the Ontario and Quebec and Midland Railways will be completed for about thirteen miles west of Perth with the exception of the road crossings, culverts and bridges over the creek at Mr. Rathwell's farm, about a mile from the town. On the next ten miles a good deal of work has been done but the country is much more difficult. The Ontario and Quebec company have not fully settled the crossing at Sharbot Lake. The present survey crosses on five islands by a fill which in one place will be in water fifty-five feet in depth. the Kingston and Pembroke crossing which is of the same nature could be used, but at a heavy rental. All the contractors on the O&QRR between Sharbot Lake and Toronto are bound to complete the grading by the 1st of August 1883, and it is contemplated to have through trains running from Toronto to Ottawa running on the 1st of January 1884.

24/08/1882 Ottawa Citizen Canada Atlantic

Canada Atlantic Excursions. A number of applications have been sent in so as to secure an excursion on the Canada Atlantic Railway, which will be completed about the 15th of September. The Princess Louise Dragoon Guards being the applicants, as soon as matters are finally settled, will place the management of the excursion in the hands of our popular friend Mr. MacCuaig and we promise the public one of the finest excursions ever offered. The corps will be accompanied by the Guard's Band and the excursionists will have five or six hours to visit the city.

24/08/1882 *Ottawa Citizen* *Kingston (CP)*

The tenders for the extension of the Kingston and Pembroke Railway to a junction with the Canada Pacific at or near the village of Renfrew were, this morning, awarded to Messrs. Ardaugh, Bannerman & Co. Mr. Bannerman is a Renfrew gentleman while his partners are wealthy Rochester contractors who have executed large contracts in New York State and elsewhere in the neighboring Republic. Work will be commenced on the extension at once and pushed forward with all possible despatch and we may expect to have the whole line completed and trains running by October 1883

25/08/1882 *Renfrew Mercury* *Belleville* *Perth*

It is thought a large engine, one or two large boilers that were first intended, and other large buildings will soon be required to work the carshops at Perth to the required capacity. Possibly more land may be required for a time. Courier.

25/08/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

A telegram from Kingston under date of 22nd. Inst., says:- The contract for the construction of the Kingston and Pembroke railway to a junction with the Canada Pacific railway was this morning awarded to ? Bannerman & Co. (illegible) it is expected the whole line completed and trains running by October 1883.

26/08/1882 *Ottawa Citizen* *Canada Atlantic* *Carlsbad Springs*

At the Eastman's Springs station of the Canada Atlantic Railway a man whose name couldn't be ascertained, met with a fatal accident last night. Dr. Corbett, coroner, left at 4 o'clock this morning to hold an inquest.

30/08/1882 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

A New Engine House

The K. & P. RR Company intend to build a new engine house on the Farley property, which has been levelled with the track. The new round house will have accommodation for six or seven locomotives. The present engine house near the Tete du Pont barracks will be transformed into a freight shed. The people of Pittsburg will not then be annoyed by the shunting of the trains or the puffing of the engines. The K. & P. RR Company are making many improvements in the lower part of the city.

01/09/1882 *Almonte Gazette* *Kingston (CP)*

The tender for the extension of the Kingston and Pembroke Railway to a junction with the Canadian Pacific at or near the village of Renfrew, has been awarded to Messrs. Ardaugh, Bannerman & Co.

A deliberate attempt was made to wreck a Kingston & Pembroke Railway train by placing an iron obstruction on the track near Kingston last Thursday. An engine and six cars were thrown off, and the road was blocked for five hours.

01/09/1882 *Almonte Gazette* *Carleton Place*

ANOTHER TRAIN LATE. - on Thursday night last the train due here from the south at 6:09 was about 3 hours late, owing to some trucks having left the track somewhere near Skeads Mills, on the main line to Ottawa. Every exertion was made to clear the road, so as to delay traffic as little as possible, but the passengers at the different stations were quite tired of waiting.

01/09/1882 *Almonte Gazette* *Chalk River* *Smiths Falls*

Smiths Falls

ANOTHER COLLISION - about 5 o'clock on Tuesday morning another collision occurred on the R. R. At this place, but happily the consequences were not as serious as they were on a previous occasion. An empty grain car had been left standing on the track at the station, and when the early freight from the north came in it struck this car, driving the trucks from under it and damaging the engine to some extent. It is claimed by the men on the engine that there was a heavy fog, and the car was hidden from view by it. If, however, they had observed the semaphore, they would have known that there was danger ahead. There were all the constituents necessary for another complete wreckage, and that such did not occur is a matter of surprise.

01/09/1882 *Almonte Gazette* *Chalk River*

A siding has been built from the C.P.R. main line to the piling ground of Messrs. Caldwell & Son.

01/09/1882 *Almonte Gazette* *Belleville*

RAILWAY NEWS. - it is authoritatively stated that the Ontario and Quebec Railway company intend making the connection with Montreal by a direct line from Smith's Falls to that city, as straight as the course can be run. The country is an easy one to build a railway through. A large number of ties now line the track of this railway near Perth to be laid down west of this place and five cars of steel rails have been purchased for the same track, to be delivered shortly. Courier

02/09/1882 *Ottawa Free Press* *Ottawa City Passenger*

A farmer named Driscoll, who was driving a team of horses yesterday, accidentally broke an axle, while near the corner of Wellington and Bank streets. A street car which happened to be near, and was about to pass, had to be run off the track, while the breakdown was passed, when it was with some difficulty replaced on the track and continued its way.

02/09/1882 *Ottawa Citizen* *Pontiac Pacific Junction*

Work on the Pontiac and Pacific Junction Railway still continues to be rapidly pushed forward. Upwards of 300 men are employed. Messrs. Lapierre and Reid subcontractors expect to complete their work in about two months. The wages now given is about \$1.50 per day.

05/09/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

Traffic on St. L. & O. Railway between Chaudiere Junction and Chaudiere has been suspended until further notice. All freight will be forwarded from Sussex street station.

Archer Baker, General Superintendent.

07/09/1882 *Pontiac News* *Chalk River*

Lumberman's Train

Next week the Canadian Pacific will run a lumberman's train service, conveying lumbermen, employes, teams and supplies in the one train, making the distance to Mattawa Station from Ottawa in 12 hours. This will prove a very great accommodation and saving to the trade. Not many years ago the same distance took a couple of weeks.

07/09/1882 *Pontiac News* *Pontiac Pacific Junction*

The contractors of the Pontiac Railway line are pushing their work on in a manner satisfactory to the Company. About 300 men are now employed. The sub-contractors Messrs. Lapierre and Reid have now large forces on their works and expect to complete their contracts in about two months. The wages now given working men is \$1.40 per day.

08/09/1882 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The Kingston and Pembroke R.R. \$3,000 bonus by law carried. Full account.

08/09/1882 *Ottawa Free Press* *Ottawa City Passenger*

The Secretary of the City Passenger Railway Company is about to issue placards to be placed in all cars directing all drivers to walk their horses at all the principal points and corners in the city, and to look carefully to see if anyone is hailing the car. The usual prohibition to passengers against smoking and chewing tobacco is also made.

08/09/1882 *Ottawa Free Press* *Canada Atlantic* *wood*

This afternoon about 2 o'clock the first train of cars containing about 180 cords of fire wood reached the city by the Canada Atlantic. The train numbered eighteen cars and was loaded in the township of Cambridge. It is a mixed wood and is intended for the use of the company. As an instance of what will be done on this road in the future it may be stated that the men in charge commenced to load up at 8 o'clock this morning and discharged the load at Elgin street by three p.m. - in seven hours time. The road runs through an excellent and well wooded country, and even in this respect alone cannot fail to be of great service to our citizens the coming winter.

08/09/1882 *Almonte Gazette* *Chalk River* *Almonte*

TRAIN PARTED - on Monday morning last the freight train to here at 11.30 a. m. was a few minutes late, and just before it got to the bridge the coupling of the cars by some means became detached, and the engine and four heavily laden cars dashed across the street and past the station, where they were brought to a standstill. A small wave of excitement was raised by the fact that the passenger train was due, and whilst the engine of the parted train was backing down the whistle of the express was heard, but all proper precautions had been taken, and she was brought up at a safe distance. The coupling having been made good, the freight train was speedily removed and the passenger train came in on time.

08/09/1882 *Almonte Gazette* *Kingston (CP)*

INSTANTLY KILLED. - A man named Keish, working on the K. & P. Railroad, between Sharbot Lake and Clyde, was killed Tuesday morning. A train passed, and he stepped on the track, but behind him came a car, which ran over and instantly killed him.

09/09/1882 *Ottawa Citizen* *Canada Atlantic* *Elgin Street water*

The city and the Canada Atlantic Railway may be congratulated on the progress which that last named corporation is making in the vicinity of Elgin Street. The company is now laying its sidings, erecting its water tanks, laying down a turntable for the use of locomotives, and putting up other works. The framework of the engine house is also in course of construction and will accommodate several engines. On their ground is now to be seen an immense pile of cordwood, about two hundred cords, which came in yesterday from the township of Cambridge by a train of eighteen cars. This shows in one out of many ways what good the Canada Atlantic Railway will be to the city of Ottawa, for the line runs through a fine district of woodlands sufficient to supply the city of Ottawa for many years to come. the firewood now lying at the station was at eight o'clock in the morning lying at the side of the track in Cambridge, and in the afternoon of the same day was unloaded on the west side of the Rideau Canal. In the construction of the Canada Atlantic road there is a prospect of cheaper fuel for the city for some time to come.

12/09/1882 *Ottawa Citizen* *Canada Atlantic*

The directorate and several prominent gentlemen connected with the Canada Atlantic Railway had a trip over their line yesterday by special train. The engine AND car were specially decorated for the occasion.

13/09/1882 *Ottawa Citizen* *Canada Atlantic* *Elgin Street water*

The work on the station grounds at Ottawa of the Canada Atlantic Railway Company is going on rapidly. The roundhouse to accommodate five locomotives, is fast nearing completion, work on the new depot is being pushed ahead, The company is now laying its sidings, erecting its water tanks, laying down a turntable for the use of locomotives, and the frame work of the car shed is going up quickly. A large number of visitors were on the grounds yesterday, most of whom were pleasurably surprised at the progress made during the past two weeks.

14/09/1882 *Ottawa Free Press* *Canada Atlantic*

The first regular express train on the C.A. Railway arrived in the city Tuesday evening about five o'clock from Coteau. There were a small number of passengers on board, who were met the station in Stewarton by the hotel buses and hacks. Mr. John Brown, formerly of the Vermont Central, is conductor on the passenger train; Ed. Chase, of the V.C., is the driver. Dan Brown is conductor on the accommodation train; and Herby Pangburn driver. The latter formerly ran a passenger train on the North Shore. William Graham, of this city, brought the first train over the road.

14/09/1882 *Ottawa Free Press* *Canada Atlantic* *Roxboro*

The construction of the new Canada Atlantic Railway has been attended, as was almost natural to expect, by an accident which has resulted fatally. A short time ago the boiler of a steam shovel in operation near Roxborough exploded and three men connected with it were injured. Two of them escaped without serious accident, but the cranesman, named McKenly, was so badly scalded that little hopes were entertained of his recovery from the first.--

14/09/1882 *Ottawa Free Press* *Canada Atlantic*

The first train yesterday into the city, ran over and killed a bull near High Falls. Mr. Starr's contract on the C.A.R. has been completed. Hotel 'buses run regularly to the C.A.R. Station.

15/09/1882 *Ottawa Citizen* *Canada Atlantic*

Trains are now running regularly on the Canada Atlantic Railway. The first train on the Canada Atlantic Railway killed a bull near High Falls.

15/09/1882 *Ottawa Free Press* *Pontiac Pacific Junction* *Aylmer*

Aylmerites are moving in the matter of persuading the Pontiac and Pacific Junction R.R. to erect their workshops in that village. Pembroke has already made some advances to the company. A meeting of the Aylmer Council will be held shortly to take the matter into consideration.

16/09/1882 *Ottawa Citizen* *Pontiac Pacific Junction*

Last Wednesday five carloads of rails arrived for the Pontiac Pacific Junction Railway which will be laid immediately. The recent accident to the railway bridge at Rose caused a considerable delay as they were at Montreal for the past two weeks and could not be forwarded until the wreck was repaired. Tracklaying will be prosecuted as rapidly as possible.

16/09/1882 *Ottawa Free Press* *Canada Atlantic*

Stewart & Fleck, proprietors of the Vulcan Iron Works repair the engines and machinery of the Canada Atlantic Railroad.

16/09/1882 *Ottawa Free Press* *Pontiac Pacific Junction*

Railway building is progressing favorably in Eardley and Onslow. In Eardley six miles are now graded and ready for the ties and rails. In Onslow, the men are working across lots 17, 18, 19, 20, 4th range, cutting the bush down a breadth of 75 feet to get it ready for burning. Everything is cut three feet high from the ground so that when the brush is burnt off the stumps can be pulled out easily with a chain. Common laboring men are getting \$1.40 per day. Almost every man and boy that can be spared, and even some that cannot be spared, are leaving the harvest and going to the railway works. It is difficult getting harvest hands in Onslow owing to the men going off to the works.

ANOTHER Y ENTERPRISE

The Ottawa, Waddington and New York Railway

The Provisional Directors of this projected line have been notified to meet in Ottawa on the 26th instant for the purpose of electing their Board of Directors, after opening the stock books. As soon as this is done, as a large amount of stock will be forthcoming; the new Board will proceed with their surveys and the location of their line from the Ottawa River to the St. Lawrence at Morrisburg.

This route, when completed, will give the Gatineau Valley a direct outlet via Morrisburg and Waddington to the New York seaboard, and the distance to that port will be shortened 60 or 70 miles and will undoubtedly become, with its feeder above mentioned, one of the most important lines in the Dominion, and thus with the Gatineau Railways north and the Pontiac Pacific from the west will further establish, with the existing operating lines, our city as a great railway centre and distributing point for all parts of the Dominion and the United States, the Ottawa and Waddington line being the connecting link

23/09/1882 *Ottawa Free Press* *Belleville* *Perth car shop*

The first hundred flat cars have been turned out in the C.P.R. car shops at Perth, and now work has begun on a number of cattle cars and vans.

25/09/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

RAILWAY MEETING - A meeting of the provisional directors of the Ottawa, Waddington and New York Railway and Bridge Company will be held in this city tomorrow. The meeting will not be a private one and it is probable that many parties from Morrisburgh [sic] which is greatly interested in the construction of the line will be present.

25/09/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

AN IMPORTANT RAILWAY ENTERPRISE.

It will be noticed by an advertisement in another column that a meeting of the provisional directors of the Ottawa, Waddington and New York Railway and Bridge Company will be held tomorrow, Tuesday, afternoon at 4 o'clock, in the offices of the company, Elgin street. Those desirous of taking stock, in fact all well-wishers of the enterprise, are invited to attend, as the meeting is not a private one. After the transaction of stock taking business a report will be read, and afterwards a private meeting of the directors will be held to discuss the immediate surveying of the line. It is hardly necessary to say anything in favour of the enterprise, for its great importance to the city of Ottawa in general, and Lower Town in particular, is admitted on every hand. Indeed, to Lower Town the construction of the railway is of the most vital importance, for it will ensure the building of a bridge for waggons and foot passengers across the Ottawa River from a point on Sussex street. Such a bridge will be new life to the lower portions of the city; it will be the means of opening up all the vacant stores on Sussex st. and it will bring large numbers of persons and their money to do business with Lower Town merchants. For years the merchants and residents of Lower Town have agitated a bridge scheme across the Ottawa River as a means of reviving the business in the lower part of Sussex street and which has gone further up town. Here is a scheme which means not only a railway into that portion of the city, but the construction of the much desired bridge for foot passenger and vehicles. It is but reasonable then to expect warm and enthusiastic advocacy for a scheme of such great importance to the city. As a whole the city gives the enterprise the most hearty endorsement, but in no part should warmer friends be found for it than in Lower Town, which will be so much benefitted. We wish the enterprise every success and Ottawa will doubtless soon witness the commencement of active operations on this, one of the most important of the many railway lines contemplated, in the course of construction or completed to the Capital..

25/09/1882 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

What's the News?

Plans for the K. & P. RR. round house are being drawn. There will be six engine stalls.

25/09/1882 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

C.A.R. station grounds were visited by a large number yesterday.

26/09/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

The Ottawa, Waddington and New York Railway and Bridge Company

A meeting of the Provisional Directors will take place at the company's office, No. 2 Elgin street, next door to the Free Press office, at 4 o'clock p.m. to-morrow (Tuesday), the 26th instant. The meeting is not a private one, and all friends desiring to assist the enterprise by taking stock or otherwise are cordially invited to attend. After the stock books are opened by the Provisional Directors, all wishing to take stock have signed the stock book, the report will be read and explanations given, after which the Provisional Directors will hold a private meeting to arrange about proceeding with the survey of the line. The whole city is largely interested in this enterprise, but to Lower Town it will be of special advantage, owing to the proposed bridge for waggons and foot passengers across the Ottawa from Sussex street.

28/09/1882 *Pontiac News* *Pontiac Pacific Junction*

Laying the first rail.

The first rail of the Pontiac & Pacific Railway between Hull and Pembroke was laid last Friday afternoon, the first spike having been driven by the contractor, Mr. C.N. Armstrong. There was no formal ceremony in connection with the affair. The work is being pushed rapidly ahead, between six and seven miles of the road are already graded and a number of rock cuts are well advanced. There seems to be no doubt that the road will be completed as far as the river Quo before winter. There are between three and four thousand men employed and double that number would have been engaged had it been possible to obtain them, but the contractors are experiencing the greatest difficulty in obtaining labor, although they pay upwards of \$1.40 per day and their fare to the works. Still it is impossible to obtain a sufficient number of men. The line from Hull to Pembroke is claimed to be 25 miles shorter than via the Canadian Pacific Railway.

29/09/1882 *Ottawa Citizen* *Canada Atlantic*

The Canada Atlantic Railway have issued preliminary invitations to an opening excursion over their line from Ottawa to Coteau on a Saturday next. They have invited the member of the Dominion Government, the mayor and aldermen, leading citizens and the businessmen of the city. We believe the intention is to take them to Clarke's Island on the St. Lawrence, which the company have recently purchased (continuing 120 acres) and from there to Valleyfield.

29/09/1882 *Almonte Gazette* *Belleville* *Perth*

The first hundred flat cars have been turned out the C.P.R. car shops at Perth, and now work has begun on a number of cattle cars and vans.

29/09/1882 *Renfrew Mercury* *Kingston (CP)*

Messrs. Albaugh Bannerman & Co. have about fifty men at work on the Calabogie end of the extension. They are advertising for 500 men. Word has reached here from Calabogie that the Reid's Mills route has been abandoned, and that the workmen are now on the eastern route.

Special from our own Correspondent:

Eastman's Springs, September 30. - The preliminary opening of the Canada Atlantic Railway occurs today. Fully five hundred of the public men and merchants of Ottawa, together with the officers of the road, assembled at the Elgin street depot at eight o'clock this morning. The officers have made arrangements for a fully memorable time, and the weather is also very favorable. The train of eight coaches and baggage car drawn by the engine "Montreal," left the Ottawa station at 8:15. We are now at Eastman's Springs, a very fine place.

Coteau Junction, September 30. - The trip along the line has been very pleasant thus far. We reached this station at 11:15, where a stop of fifteen minutes was made. All along the line the highest praise has been given the road, the easy travelling, etc. Among those in the party were E. McGillivray, President of the Railway; R.H. Bronson, Director; W.G. Perley, Vice-President; R.B. Robbins, American Consul; Ald. Bobier; Robert Surtees, City Engineer; the Bishop of Ontario; W.A. Ross, County Judge; Ald. Wm. Cherry; Senator J. Skead; Dr. Grant; Hon. D.A. MacDonald; Mayor St. Jean; and Messrs. H. Robinson, Marriotte, D.S. Eastwood, James Cunningham, W.Y. Soper, Superintendent Mutual Telegraph Company; Thos. Ahearn, Chas. Magee, A.H. Taylor, C.S. Shaw, R. Blackburn, J.W. Hobbart, W.H. Fees, P. Baskerville, M.P., Capt. Scott M.P., Winnipeg, Collingwood Schreiber, Chief Engineer, C.P.R., A.J. Cambie, A. Percy Sherwood, Chief of Police, M.K. Dickenson, F. Clemow and others. We stop here fifteen minutes then go to the Landing two miles away.

30/09/1882 *Brockville Recorder*

Brockville

Brockville

A car containing the boats used by our oarsmen at Carleton place on Thursday was noticed this morning at the C.P.R. yard. After the men pay \$16.00, the cost of transportation to and from Carleton Place they will not have much prize money left. (Branchline).

02/10/1882 *Ottawa Free Press*

Canada Atlantic

On Saturday evening a number of young ladies boarded an engine and were taken for a short trip down the line of the C.A.R.

Preliminary opening of the road from Ottawa to Coteau

A pleasant excursion

On Saturday last, through the courtesy of the management of the Canada Atlantic Railway a large number of leading residents of Ottawa were afforded an opportunity of inspecting the road as far as it is completed, and also viewing the site at which it is proposed to bridge the St. Lawrence at Coteau. The following was the invitation card;

INVITATION CARD

Preliminary opening of the
CANADA ATLANTIC RAILWAY
from Ottawa to Coteau

The pleasure of your company is requested at the opening excursion on Saturday 30th September 1882

Train will leave Elgin Street station at 8 a.m.

D.C. Linsley, Contractor

E. McGillivray, President

This card to be presented on entering the car.

THE START FROM OTTAWA was made sharp on time, and for a good half hour before, the station of the line at Stewarton was a scene of lively bustle. Invitations had been extended to some 500 gentlemen and ample accommodation made for the transit of the whole party over the route.

Business and other engagements prevented a goodly number of those to whom the courtesy of the company had been extended from participating in the trip but still a large party of the representative gentlemen of the city were present. Among

List of attendance included Thos. Ahearn, J.B. Abbott, W.G. Perley, Collingwood Schrieber, Thomas Ridout C.E., R.B. Bronson but not J.R. Booth.

THE DOWNWARD TRIP

was rapidly and pleasantly made. To almost all of the party the greater portion of the district to be traveled was new and there was general surprise at the excellence of the country, not only as regards its agricultural capacity, but as to the excellent condition of the farms and the general opinion was that the line would still further and greatly improve the district. Eastman's Springs, South Indian, Casselman and intervening stations were rapidly passed and

AT ALEXANDRIA

A number of other residents of that place were added to the party.

Lists them

THE CONSTRUCTION

of the road is of the very best. Although not yet completely ballasted, rapid time was made and on some sections of the trip over forty miles an hour was averaged. This was notably the case between Coteau Landing and Alexandria where a distance of twenty-three miles was made in thirty-six minutes. For easy travelling the road has no superior. As it is not yet fully equipped with rolling stock of its own, the cars in use on Saturday were not of the latest style but there was no perceptible jolting a fact all the more remarkable as a great portion of the line is not yet fully ballasted. The bridges, culverts and other works along the line are all of the very best and most substantial nature and the promoters have had an easy line to run as regards cutting and grading and they have spared no expense in putting in substantial work where it was wanted. At one section of line there is one stretch of over twenty miles over a country that looks like one big field and in which there is not a curve of any kind. The track for the whole of this distance is a line straight as a crow's flight. The party reached

COTEAU

early in the day and got off at the station which is situated close to the village. This is the present terminus of the line. The trip down was made leisurely to enable the party to fairly see the nature of the construction and the description of the country which the road passes through. At the landing all embarked upon the steamer "St. Francis", which was in waiting and proceeded to

TURK'S ISLAND

prettily situated in the St. Lawrence. The island is destined to be one of the points over which the proposed new bridge will pass. It is already connected to the mainland by telegraph, and for the convenience of the visitors, a temporary office under canvas was put up. A large awning tent had been put on the island in which tables for four hundred were laid and by the time all were seated they were well filled. Here a bountiful collation was spread. The drive, the country morning and the fresh air had sharpened the appetites of the excursionists and enabled them to do full justice to the repast. The solid part of the entertainment had come to a close with all well satisfied and with plenty to spare. Mr. McGillivray, president of the road, called on the company to fill their glasses and proposed the health of the Queen, which was received with all honors, the entire party joining in the National Anthem.

The next toast, also proposed by the president of the road, was that of "the President of the United States", in doing which he alluded briefly to the friendly relations existing between the people on each side of the border, and expressed his conviction that the construction of such work as the Coteau must always help, by promoting facilities for commercial interchange to do much to cement a friendly feeling. He coupled the toast with the name of Colonel Robbins, Commercial Consul at Ottawa.

Reply by Colonel Robbins

Toast to the Governor General

Toast to the Army, Navy and Volunteers

Toast to Dominion and Local Legislatures

Toast to Corporation of the City of Ottawa

Toast to the prosperity of the Canada Atlantic Railway

Several volunteer toasts followed.

An adjournment was at once made and the party embarked

FOR VALLEYFIELD

on board the St. Francis. This portion of the trip did not occupy long and a halt was made at the boat landing. The stay at Valleyfield was made of brief duration but long enough to allow the excursionists to form some idea of the place which has about five thousand of a population and contains the largest paper mill and cotton factory in Canada. Both of these structures are of a most substantial character being built of blue limestone and showing considerable architectural taste in their construction.

HOME AGAIN

the party started. On the return trip, while on the steamer, an impromptu meeting was organized and the hurricane deck was converted into a rostrum from which Dr. Hill, Mr. Clemow and several others delivered pithy speeches to the passengers below. At Coteau the train was again taken. The only stop made on the return trip was at Alexandria to let off the contingent which had embarked there. The distance to Ottawa, wanting only an insignificant fraction of being eighty miles was made in slightly less than eight hours and a half. The train got to Stewarton at twenty minutes past eight.

Very full account of the opening excursion.

Formal opening of the Canada Atlantic Railway

Trip from Ottawa to Valleyfield

Ottawa Oct. 1. Yesterday about 300 invited guests accompanied the directors of the Canada Atlantic railway in a trip over the road on the occasion of its preliminary opening. The party left the city at eight o'clock in the morning, and after several stoppages en route for the purpose of examining the line, arrived at Coteau at eleven, a distance of 87 miles. The road is well laid, and the running is consequently smooth. There are very slight gradients and few curves of any account, the Canada Atlantic in these respects resembling the Canada Southern. The end of the line for the present is at Coteau, where it joins the Grand Trunk, but it is contemplated to construct a bridge across the St. Lawrence from this point to Valleyfield, in the county of Neuharnois, and thence to extend the railway 45 miles to the United States frontier, where it will connect with the Vermont Central, and so provide direct communication with Boston and New York. Between Coteau and Valleyfield is a chain of islands which afford great facilities for the construction of a bridge with comparatively short spans. When the road now in course of construction to connect the Midland system with Ottawa is complete, there will be a through line from Buffalo to the seaboard, of which the road opened yesterday will be an important link. At Coteau the party went on board the St. Francis steamboat, and were taken to Clark island, the largest of the group across which the Canada Atlantic is to be extended. A large tent had been erected on the island, and under it an excellent luncheon was provided. Toasts followed, and among the speakers were Senators Skead of Ottawa and Sutherland of Manitoba, Messrs. Tasse, M.P. for Ottawa, Scott, M.P. for Winnipeg, Dickinson, M.P. for Russell, Desjardins, M.P.P. for Montmorency, Baskerville, M.P.P. for Ottawa, Mayor St. Jean of Ottawa, Sherriff Sweetland, Col. Robins, American vice-consul, Dr. Grant, and Mr. Lindsay, the contractor for the road. Mr. C. McGillivray, Canada Atlantic Railway Company, presided. The speakers all anticipated great results to the Ottawa valley from the construction of the line, eulogised the contractor for the manner in which it had been built, and urged the Ottawa corporation to pay the bonus it had promised to the company. The steamer then conveyed the guests to Valleyfield, where a very brief stay was made, though sufficient to show the lively character of the town and the imposing structures it contained in its cotton mills, churches, convents, and halls. The party then returned to Coteau, from which point they were conveyed to Ottawa in two hours and a half.

04/10/1882 *Pontiac News* *Pontiac Pacific Junction*

We learn that the Pontiac Railway Company have bought the line from Aylmer to Ottawa from the Canadian Pacific Syndicate for \$12,000 per mile.

06/10/1882 *Almonte Gazette* *Chalk River* *Almonte*

Robbery At The Station -Safe Blown Open. -Sometime during the night of Thursday last, or early Friday morning, the station office of the Canada Pacific Railway in this town was entered by parties who went to work to abstract the contents of the safe by drilling a hole in the door and blowing it open with gunpowder. The noise of the explosion woke several of our townsmen, but no suspicion of the cause was created, and thus an opportunity was afforded the burglars to get away with their booty, which amounted to the neighborhood of three thousand dollars, Mr. Hegarty not being able to name the precise sum, as all the express memoranda was carried away with the drawer of the safe containing the money. The thieves were either belonging to the neighborhood or had well posted themselves, as an entrance was made the same night into the house in which Mr. Hegarty resides, evidently in search of the keys, and failing to find them, the blacksmith shop on Water street occupied by Mr. Buffam was broken open and the tools by which the hole was made in the safe door were procured, and left behind in the station office. The outer door of the station was opened by a key, the inner door was then smashed open, and the robbers got to work upon the door of the safe. Miss Hegarty did not leave the station until nearly two in the morning, having waited the arrival of the excursion train from Carleton Place, and the clock, which was stopped by the explosion, pointed to twenty minutes to five o'clock, thus giving its silent evidence as to the time of the occurrence. Considerable surprise was expressed on all hands that the Company took it so coolly, and did not at once send a detective to investigate. There were several strangers in town that morning, but they are all away now, and in all probability the last has been heard of the affair.

06/10/1882 *Almonte Gazette* *Canada Atlantic*

ANOTHER LINE. Direct communication with Montreal by another line than the C. P. R. has been obtained by the Ottawa people by the opening of the Canada Atlantic Railway which runs to Coteau Landing, where it meets the Grand Trunk. The line was formally opened on Saturday last, when 500 invited guests made a trip over the line and expressed themselves delighted with it. The opening of this line will have a tendency to reduce rates on freights between the cities of Ottawa and Montreal. The line when finished will pass over the St Lawrence by a bridge and on into Vermont, thus affording direct communication with New York and Boston, and will thus have a tendency to shorten the time of the conveyance of goods to and from England by connecting with the almost daily steam service from these points.

06/10/1882 *Ottawa Free Press* *Canada Atlantic*

The property owned by Mr. P.A. Eagleson, at the corner of Rideau and Sussex streets, has been sold for railway purposes, the consideration being \$25,000. The purchasers are said to be the Canada Atlantic Railway co.

07/10/1882 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Through the dropping out of a pin from a switch on one of the tracks in the St. L. & O. R.R. yard last evening, the locomotive Countess of Dufferin, driven by Thomas O'Neil, with the tender and baggage car, ran off the track. Fortunately the engine was going at a very slow rate of speed at the time, or some heavy damage might have resulted. No blame could be attached to anyone for the occurrence. A number of men with the assistance of another locomotive, replaced the engine and cars on the track.

Yesterday afternoon a CITIZEN reporter visited the new depots of the Canada Atlantic Railway, which is now under construction at Stewarton and found that the different contractors were rapidly pushing the work entrusted to them towards completion. As is known to most of the readers of THE CITIZEN the depots are situated on Elgin Street and is about ten minutes walk distant from the City Hall. The

PASSENGER DEPOT

is being erected by Messrs. MacLaren and Parkham, who have also constructed all other stations on the line, commencing at Coteau and finishing at Ottawa. The appearance of the building at first glance denotes that comfort to the officers of the line and convenience to the public have been considered more than architectural beauty. Arriving at the place by Elgin Street access can be had to the different offices and the cars by a platform 300 feet long, which extends westward, and is covered by a roof, so as to prevent passengers from being subjected to the inclemency of the weather. The building proper is 72 by 24 feet. Off the waiting room, which will be considerably larger than the usual size are a ticket office and a telegraph room. The latter is somewhat different from those generally observed on other roads. A large bay window extends from the centre of the building on to the platform, with glass on each side as well as in the front, so that the operator, who will have his table placed at the window, may see approaching trains from either direction. This is a decided improvement on the old system, where an operator was closed up in a room and hidden from having any opportunity as to what was going on around him. Perhaps there is no more frequent mistake made by telegraph clerks than the omission to change his order board in obedience to instructions wired by the train despatcher. If the order board and the road for some distance on each side of the depot were in view of the operator, as they will happily be in the present case, the liability to incur accidents through the negligence to perform the arduous duties pertaining to one entrusted with the lives of hundreds, would be reduced to its lowest minimum. A case in point is the recent Bainsville disaster on the Grand Trunk Railway (gives details) One feature of the roof is that it projects sufficiently to allow the rain to pass on to the cars or line of rails and thereby prevent passengers from any nuisance on this score. Although the building is a wooden one, it is of a very substantial character and everything is so arranged that the slightest possible inconvenience will be suffered by the travelling community. The grounds around the depot are being tastefully laid out and the accommodation for those arriving in vehicles is carefully taken into consideration. Messrs. MacLaren and Parkham will have their part of the work finished in the course of four weeks.

FREIGHT SHED

The freight shed, which is situated westward from the passenger depot is being built by the well known contractor Mr. Black of this city and the work reflects great credit upon him. The superstructure is 112 feet by 26 feet with a platform 24 feet long extending from each end and another 12 feet wide on either side of the building. An office for the freight agent and his staff of clerks will be placed at the eastern end of the shed. It is intended to heat the shed by steam. Mr. Black informed our representative that he expected to have the contract finished in about two weeks hence.

CAR SHEDS

Mr. White of Ottawa is the contractor for the erection of the car sheds, which are placed on the eastern side of Elgin Street and are 250 feet long by 39 feet wide. The structure may be styled a balloon framework, and is built on fixed posts covering two lines of rails for the accommodation of passenger cars. There is nothing peculiar about the building which is of a permanent and substantial character, the workmanship being highly creditable to the builder.

THE ROUND HOUSE

A few yards further east and almost on a line with the car sheds, is the engine or roundhouse which everyone knows is for the accommodation of the locomotives when they are not in use. The building, which is being erected by Mr. Palen, is a wooden structure 107 feet by 72, and contains sufficient stalls for five engines. A main line of rails approaches the superstructure and, by a turning table in front of the building, each engine can be turned into whatever stall may be desired. All engines used on the road are wood burners. Mr. Palen expects to have the work completed by the end of next week at the latest.

CHAUDIERE BRANCH

The company has experienced no small difficulty in locating the Chaudiere branch which runs from this point to the flats, principally for the benefit of the lumbermen of the city. Several routes have been all but decided upon, but, as it were, in the eleventh hour something arose which upset the entire plans of the promoters, and today they are as far from locating the line as they have been at any time during the history of the road. The most recent route determined upon by the company was objected to by the Government, as the place of the crossing - Richmond Road - would entail two crossings in close proximity to each other - namely that of the St. Lawrence and Ottawa railway and the one in question - thereby being dangerous to public travel by the road. To remedy the difficulty it was proposed to deflect the road to a point where it would be practicable for the railway to run under. The company which owns the road, however, would not sanction this, and some other change had, of necessity, to be made. To assist them out of their difficulty the Dominion Government suggested that the line should be brought alongside the St. Lawrence and Ottawa Branch and cross the Richmond Road close to the former railway, thus making actually one crossing. The scheme is at present occupying the attention of the Chief Engineer. If it is adopted, a heavy grade to climb by east-going trains will be the consequence, not to speak of heavy a heavy cutting through solid rock, all of which it is needless to say, the company wish to avoid, both for the expense and the practical occupation of the line afterwards. The east end of the branch is well under way and it is very likely that the final location of the remaining portion will be settled at an early day.

TRAIN SERVICE

There are at present two trains running each way from Stewarton station to Coteau and vice versa. Considering that the road has only been open to this city for the past few days, the amount of travel which has already been secured is simply marvelous, and established the fact beyond the shadow of a doubt that by the construction of the line a long felt want has been supplied to the residents of the Capital and those in the different districts through which the Canada Atlantic Railway traverses.

09/10/1882

Ottawa Free Press

Sussex Street

Rideau River bridge

The footpath across the St. Lawrence & Ottawa Railway bridge over the Rideau river is in exceedingly dangerous state at present. Pedestrians crossing the bridge after dark had better beware of a rotten plank just about the centre of the bridge and between two piers. By falling through this drowning would probably result.

10/10/1882

Ottawa Free Press

Ottawa, Waddington & New York

Morrisburg

Account of a meeting at South Williamsburg.

10/10/1882

Ottawa Free Press

Kingston (CP)

Renfrew

Seventy-five horses and carts were rigged out recently in Renfrew Village for work on the Kingston & Pembroke R.R. Horses cannot be had in Renfrew for team work for love or money. All, or nearly all, have been sent to work on the railway.

12/10/1882

Ottawa Free Press

Ottawa, Waddington & New York

Account of the first meeting of the Provisional Directors in Ottawa.

Ottawa, Waddington and New York Railway

Yesterday afternoon, at four o'clock, a meeting of the provisional directors of the Ottawa, Waddington and New York Railway was held in the company's offices, Elgin street. The following gentleman were present :-

His Worship Mayor St. Jean, Ottawa in the chair, and Messrs James Reddington and L.J. Proctor from Waddington, N. Y. Ira Morgan, John Rolston, Francis Iveson, Metcalfe; Dr. Neil McIntyre, Geo. R. Bow, A.J. Laflamme, Aaron Sweet, Winchester; Dr. W.J. Anderson, Winchester Springs; Alexander Farlinger, Morrisburg; A Keefer, J.W. Iamla y, Hon. R.W. Scott.

The meeting, which was open to the directors only, was for the purpose of considering how to push the project more vigorously. It was decided that Mr. J. Murray Mitchell, Chief Engineer and Managing director of the Ottawa and Gatineau Valley Railway, and Mr. Archibald Kennedy of Vernon were appointed provisional directors.

13/10/1882 *Almonte Gazette**Chalk River**Pakenham*

A new elevated bridge has been built over the railway track at Pakenham, on the road leading from the village to White Lake.

13/10/1882 *Almonte Gazette**Chalk River**Almonte*

No clue to the safe-robbers who operated in the station house has been obtained as yet. The C.P.R. authorities made no effort to discover the robbers.

14/10/1882 *Ottawa Citizen**Canada Atlantic**Carlsbad Springs*

The foundation of the new station on the Canada Atlantic Railway at Eastman's Springs has been laid and Messrs. MacLaren and Parkham have sent several men from the building which they are engaged in putting up at Stewarton to the former place to proceed with the carpenter work. When both stations named are completed all will be finished between Ottawa and Coteau.

14/10/1882 *Ottawa Citizen**Canada Atlantic*

Mr. R. Watts, Sparks Street has been awarded the contractor painting the engine house and freight shed of the Canada Atlantic Railway depot at Stewarton.

The running of trains on the Canada Atlantic Railway between Montreal and Ottawa will commence on November 1st.

14/10/1882 *Ottawa Free Press**Canada Atlantic*

Mr. Switzer, formerly constable of the St. L. & O. Railway Depot in Lower Town, is at present acting constable at the C.A. Railway Station at the foot of Elgin street.

16/10/1882 *Ottawa Citizen**Canada Atlantic*

Montreal Witness. The announcement recently made that the Grand Trunk would run three hour trains to the capital rather took the syndicate by surprise, if all is true that is said of their action. When the announcement was made there was a hurrying up of the engineers of the department, and it was resolved to run the trains between one point and another in three hours and twenty minutes. This appears to be the fastest time that can now be made over the Canadian Pacific.

"What do you think of the competition," said our reporter to an employee of the Canada Atlantic?

"The Grand Trunk can run quicker over our line than the Syndicate can over theirs, for the reason that the grades on our line are all easier, there are few bridges - none to speak of - and, if necessary, time can be made half an hour shorter."

"What is to be gained by the competition?"

"The public will be the gainer as to the true difference. But when the Quebec and Ontario road is completed through to Toronto, mark my words, there will be a saving of time. They will have some of these days to run eight hour trains to the Queen City of the West - perhaps even shorter time trains than that."

The Ottawa trains over the Grand Trunk are thus to be taken as a sample of what competition is going to do for Montreal and Toronto cities.

17/10/1882 *Ottawa Free Press**Ottawa City Passenger*

The waggon, driven by John Ryan, of Aylmer, became entangled in the street car rails near the iron bridge at the Chaudiere on Saturday and in attempting to extricate it Mr. Ryan was pitched off, his head striking against the seat, and sustaining a deep cut. At the same time some 30 dozen eggs were smashed - another result of the dangerous state of the rails at present.

17/10/1882 *Ottawa Citizen**Carleton Place**Chaudiere*

New Crossing - The Canadian Pacific Railway Company are building a crossing extending from the corner of Queen street west, near the Union Depot, across their sidings for the benefit of the lumbermen.

Car shed - the building of the new shed for the repair of passenger cars at the Union Depot of the Canadian Pacific Railway is being rapidly pushed towards completion. The carpenters are at work on the roof of the structure and expect to be finished in the course of a few days.

18/10/1882 *Ottawa Citizen**Carleton Place*

The ordinary special train which leaves every Tuesday and Friday for Mattawa for the accommodation of lumbermen sending their men horses and supplies to the shanties, left at the usual hour yesterday, and was well filled. Among the crowd was a number of men sent by Mr. Allan Grant. The system of running special trains for this sort of traffic is a great improvement over the old method.

18/10/1882 *Ottawa Citizen**Canada Atlantic**Rideau Canal*

At 8.30 yesterday morning a special train left the Stewarton depot of the Canada Atlantic Railway having on board Messrs. W. Shanly C.E., T.C. Keefer C.E., E. Ridout C.E. of the Department of Railways and Canals, D.C. Linsley, contractor, G.W. Lampman, resident engineer, A. Duffy C.E., G.M. Spragge, auditor, E.C. Winnie, general freight and passenger agent, F.M. Barstow C.E. and D. Donaldson, mechanical engineer. The object was to test the bridges recently constructed by the Toronto Bridge Company. The train consisted of three engines and a passenger car, the aggregate weight being 200 tons. The first bridge tested was that over the Rideau Canal, the deflection being one fourth of an inch. The other bridges in turn were carefully examined, and it was found that none of them exceeded the deflection above noted. This was considered highly satisfactory and the party returned to the city fully of the opinion that the work had been well done. The comfort of the "inner man" was not forgotten on the trip, a sumptuous repast being served up between Moose Creek and Casselmans.

19/10/1882 *Ottawa Citizen**Canada Atlantic**Elgin Street Station*

Canada Atlantic - great activity is now being displayed at the Elgin Street station of the Canada Atlantic Railway. Trains of ballasting material are now being brought in at night and the work of leveling the yard is being rapidly proceeded with. Ten carloads of freight arrived in the city by this road yesterday.

Manitoba special - it is more than probable that the next Manitoba special, both for the carrying of settlers and their effects to the Prairie Province will leave by the Canada Atlantic Railway and join the Grand Trunk at Coteau instead of proceeding by the Canadian Pacific to Brockville as heretofore. The next party leaves on the 8th November

19/10/1882 *Ottawa Citizen**Carleton Place**Chaudiere*

There was rather a lively time at the Union station this afternoon when 100 English navvies, who arrived from Rimouski last night, were being shipped to work on the Canadian Pacific Railway about forty five miles above Mattawa. They were all more or less under the influence of Chaudiere whiskey, and the consequence was a good deal of noise and confusion. Although boisterous they were a good natured crowd, and the few who were inclined to be boisterous were soon quieted by Constable Graves.

19/10/1882 *Ottawa Citizen* *Chaudiere*

Locating a line - a corps of surveyors are at present engaged in locating the branch line of the Canada Atlantic Railway which is to run from Elgin Street to the Chaudiere. They are now at work in the vicinity of Dr. Malloch's residence, at which point it is thought the line will cross Richmond Road.

19/10/1882 *Pontiac News* *Pontiac Pacific Junction*

Work on the Pontiac Pacific Junction Ry. is progressing favorably. There is now over 300 men employed, and track laying has commenced and over three miles of rails are laid. Five new flat cars, built by the Ontario Car Co. of London, Ont., arrived last week. They are being used for ballasting the road and for ?. The rock cut at Hurdman's is getting on well. More but illegible.

20/10/1882 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

While performing shunting operations the railway employees of the Canadian Pacific Railway are in the habit of leaving the gates extending across the St. Lawrence and Ottawa branch closed, thus frequently necessitating the public who are driving that way to leave their horses and vehicles to open them. Complaints are at all events being made to that effect, and a little attention to the matter would save the travelling community a good deal of trouble.

20/10/1882 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. W. Kenney, Advocate, and Mr. G.L. Dumouchel, notary, are now and have been for some time past on the line of the Pontiac and Pacific Junction Railway Company for the purpose of settling the right of way through which the road passes. Several deeds have been executed but expropriations will have to take place where tenders have been refused. Mr. Kenney has made a thorough search in the Registry offices of Ottawa and Pontiac Counties of the titles to the different lands between Aylmer and the 9th and 10th ranges of Onslow. He finds the titles to some of the lands in Onslow in a very mixed up condition.

20/10/1882 *Almonte Gazette* *Chalk River* *Almonte*

RAILWAY NOTES. - The train due here on Monday last at 3.08 p.m. did not arrive here until after five o'clock, being over two hours late owing to a break down in the machinery of the engine. The train due here in the morning at 10 has become infected with the prevailing irregularity, and "on time" is now the exception. A car loaded with coal got off the track one day and another loaded with timber followed suit one night last week. During the past week men have been busy laying steel rails all along the line, and no doubt other improvements will soon follow. To meet the Canada Atlantic competition there must be quicker trains, and this will render a revision of the timetable necessary, which will probably take place shortly. The appearance of the railway bridge, on Tuesday, stained with blood and fragments of flesh strewn about, indicated a serious accident, and a little further research discovered the body of a very fine dog, which had been killed by a passing train. The dog was owned by Major Gemmill.

20/10/1882 *Ottawa Free Press* *Ottawa, Waddington & New York* *Morrisburg*

Site for the bridge across the St. Lawrence selected.

22/10/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

OTTAWA AND WADDINGTON RAILWAY

The engineers in connection with the Ottawa, Waddington and New York Railway left yesterday morning to locate the bridge which will cross the Ottawa River, and afterwards intend to proceed to locate the one crossing the St. Lawrence. Some of the provisional directors accompanied the party

24/10/1882 *Ottawa Citizen* *Ottawa, Waddington & New York* *Morrisburg*

AT WORK.

Ottawa, Waddington and New York Railway

The by-law granting \$10,000 to the Ottawa, Waddington and New York Railway Company by the town of Morrisburg was passed unanimously on Saturday, there being 144 votes for and none against. The present law requires that a majority of the actual voters, not a majority of the votes polled, is required to carry the by-law, and in this case the vote was considerably larger than was necessary. Those who were against the by-law were merely so in name, and contented themselves by saying there was no use of voting against it because it could not be carried. Mr. Imlay, who will accompany the surveying party, and who was present in Morrisburg on Saturday, informed a Citizen reporter that several ladies assisted in carrying the by-law by voting in its favour. Three miles of the line west of Morrisburg, is already surveyed, and the party is prosecuting the work of locating the road with all possible speed towards Williamsburg, on their way to Ottawa, taking in North Williamsburg, or Bell's Corners, Winchester Springe, West Winchester, or Bate's Corners, near Vernon, through Metcalfe, passing the Catholic Church and O'Doherty's in Gloucester, connecting with the St. Lawrence and Ottawa at the Chaudiere Junction thence parallel to the St. Lawrence and Ottawa to the bridge site on Metcalfe Square, Sussex street, crossing the Canada Atlantic en route. The site for the bridge over the St. Lawrence was selected opposite Ogdon's Island. Approximate plans of the bridge have been submitted to the United States Government, and now that the site is chosen proper plans will be forwarded to Washington without delay. The site for a bridge over the Rideau is not definitely decided upon, although one was examined, that matter depending somewhat on the assistance which the city will be willing to extend to the company. A public meeting will be called for that purpose at an early day. The engineering staff consist of Charles O Dell, Chief Engineer; T. C. Keefer, Consulting Engineer; A. Brunet, in charge of work; and Rockcliffe Fellows, assistant. Mr. John Imlay left by the Canada Atlantic Railway last evening to join the surveying party.

At a lecture given by Mr. Bengough, of Grip, in Bradford Hall on Saturday evening, considerable amusement was created by the lecturer sketching the first car of the Ottawa, Waddington and New York Railway, wherein was comfortably seated the Reeve of the township, Mr. Wm. McKenzie. The shouts of applause with which the sketch was received testified the popularity of the project among the large audience..

25/10/1882 *Ottawa Citizen* *Aylmer branch* *Aylmer*

There are no second class cars now being run on the Aylmer branch of the Canadian Pacific Railway. A rumour exists to the effect that this portion of the company's road will be disposed of to the Pontiac and Pacific Junction Railway.

26/10/1882 *Ottawa Citizen* *Canada Atlantic*

On a cowcatcher - one of the most miraculous escapes on record happened to Mr. H.B. Wood of 39 Mosgrove Street last Tuesday evening on the line of the Canada Atlantic Railway. It seems that as Mr. Wood was driving alongside the railway, somewhere near Hurdman's Bridge, he fell asleep in the buggy in which he was seated and the horse wandered on to the line. A few minutes afterwards a locomotive came along at such a rate that, although the engineer did all in his power, he was unable to stop the train, and it was but the work of a minute more when the buggy was hurled over the embankment and into the river beneath, but fortunately for the occupant, he was pitched on to the cross bar of the engine, which is placed over the cowcatcher, and carried to the railway station safe and still asleep. It is needless to say when the man was told the circumstances of how he escaped he was overjoyed and by so means wept over the loss of the buggy. The horse was caught afterwards in a field close by unharmed.

26/10/1882 *Ottawa Free Press* *Ottawa City Passenger*

Another for the street railway.

At 4 o'clock yesterday afternoon James Sutherland was driving a team attached to a waggon loaded with coal, and when trying to get out of the rut of the Street Railway track, opposite the Russell Hotel, broke the axle of his waggon. The road bed between the track is three inches below the rail and it is no wonder the victims are numerous.

27/10/1882 *Ottawa Citizen* *Canada Atlantic* *Carlsbad Springs*

The carpenter work of the station at Eastman's Springs is all but completed. Messrs. McLaren and Parham [sic] had the contract, as they also had of all the other stations on the line.

27/10/1882 *Almonte Gazette* *Chalk River* *Almonte*

BLOCKING THE ROAD - some time ago we called attention to the blocking of Bridge Street by freight trains, and we took care that a copy of the paper should reach the proper authority, and from him we received a courteous letter advising us that such orders had been given as would obviate the difficulty or reduce it to a minimum. For some little time after there was a decided improvement. Trains were cut into two suit the crossing and the public convenience was consulted, but the old state of things has returned, and conductors of freight trains appear to act as though the public had no rights that train conductors were bound to respect. We are not disposed to be captious in the matter, and we make all due allowance for the crossing of trains here which must of necessity create some little inconvenience at times, but we do say that the constant blocking of a public street, and that one of the main streets of a town, is an outrage that either officials of the railway or the officials of the town should take steps to prevent. Whilst on this subject we may refer to another practice which will probably some day result in a fatal accident, and that is the constant backing of trains over the Crossing without a man there to warn the public. When an engine is coming with a train, her own noise and the bell give ample warning, but when the engine is at the other end of a long train, and the bell is useless even if rung, a great danger is created by the cars coming silently back over the crossing, and we have seen some narrow escapes there. The fact is the work at the station has outgrown the hands here, and with every disposition in the world to do all they can, it is utterly impossible that Mr. Heggarty, the obliging station agent, and "George," the courteous baggage man, can attend to matters that are now neglected to the injury of the public.

27/10/1882 *Almonte Gazette* *Kingston (CP)*

PROGRESS OF THE K. & P.R.R. The Kingston & Pembroke Railroad is finished to within fifteen miles of Renfrew, which will be the terminus. The original intention of the company was to have it at Pembroke, but this has been changed. Three hundred and fifty men are employed at Renfrew at present, and a night gang will be put on at the beginning of next month. Allan Bannerman and the contractors for the section between Lake Calabogie and Renfrew are making good progress. Regular trains are running from Kingston as far as Flower station, near Cameron settlement, at the south end of Clyde. The station is nine miles from Calabogie Lake and twenty-five from the terminus. The heaviest piece of work on the line is at Mud lake, where twenty-five thousand yards of rock filling were required. This road will greatly develop the mineral resources of Madawaska, and arrangements are being made by a number of mining companies to begin operations on an extensive scale next spring. Last summer many millions of feet of lumber were shipped from Caldwell's Mill and McLaren's mill, on the Clyde, by the new roads. Extensive lumbering operations are carried on upon Calabogie Lake and the company are energetically extending the line to the lake, a distance of 9 miles from the present terminus. The Kingston and Pembroke Railway connects with the Canada Pacific Railway at a point near Renfrew.

27/10/1882 *Almonte Gazette* *Chalk River* *Almonte*

RAILWAY COLLISION. - On Saturday last, as a freight train from the south was coming down the grade from near Mr. Aitkenhead's farm, it parted and the engine with one portion came on into the station, when the loss was discovered, and the one half went back to look for the rest, which it met coming full speed down the grade, and the two portions came together with a great force. The couplings of a large number of cars were broken, and the contents of the freight cars were considerably shaken up. In some of the covered freight cars the goods, amongst which were some coal stoves, looked as if a small earthquake had been handling them. There was also a sudden fall in coal.

27/10/1882 *Ottawa Citizen* *Canada Atlantic*

Article on the Canada Atlantic bonus by the City of Ottawa. Failed by one vote. Work was commenced in August 1872 in Glengary county and proceeded without interruption until January 1874 when over twenty-seven miles was fully graded and about ten miles were in addition under way including bridges, masonry, culverts, fencing and other work. CAR formed on 15th May 1879 by amalgamation of Coteau and Province Line Ry. and bridge Co. and Montreal and City of Ottawa Junction Ry. Contract was awarded to D.C. Linsley in February 1882 who continued believing in good faith that the city would grant the \$100,000. A writ will be served on the city.

27/10/1882 *Ottawa Citizen* *Canada Atlantic* *Elgin Street station*

The new station of the Canada Atlantic Railway which is now under construction at Stewarton will be completed in a few days. Mr. Howman has got the contract for plastering the building, and along with the painters is busy at work.

28/10/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

All of the engines except two of the St. Lawrence & Ottawa Railway have been transferred to the Canadian Pacific.

28/10/1882 *Ottawa Free Press* *Pontiac Pacific Junction*

The contractors on the P. & P. J. find it very difficult to obtain a sufficient number of laborers to carry on the work of construction of the road as fast as they would like to, although they are paying \$1.50 per day to men and \$5 per man and team. A large force is at present employed and the work is being pushed on very rapidly; but yet there is room for more. The farmers in the lower end of Onslow and the majority of those in Eardley are all busy with their teams on the road.

28/10/1882 *Ottawa Citizen* *Lachute*

Attention is directed to the important changes in the timetable of the CPR which appears in this issue. From 1st November lightning express trains will leave Ottawa at 9.30 a.m. reaching Montreal at 1.20 p.m. and at 6 p.m. reaching Montreal at 9.58 a.m. Note - the Grand Trunk also is advertising trains leaving at 0800 and 1645 arriving 1145 and 2020.

30/10/1882 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal drawbridge*

The authorities of the Canada Atlantic Railway have stopped pedestrian passage across their bridge over the canal. A notice has been placed on it that it is dangerous for foot passengers, and the keeper has orders not to allow them to pass.

30/10/1882 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The old St. Lawrence Railway station at the Chaudiere has been converted into a paint shop for the C.P.R. This work has heretofore been done at Prescott.

30/10/1882 *Ottawa Citizen* *Kingston (CP)*

The Kingston and Pembroke Railway is now finished to within fifteen miles of Renfrew, which will be the terminus although the first idea was to have it at Pembroke. A large number of men are employed on the works and it is intended to put on a night gang about the end of the present week. Already regular trains are running between Kingston and Flower station near Cameron settlement, at the south end of the Clyde. The new line will have the effect of developing the rich mineral resource of the Madawaska and as a proof of the latter statement it may be mentioned that a number of mining companies are at work preparing to begin operations next spring. It may also be stated that this road will connect with the Canadian Pacific at a point near Renfrew.

31/10/1882 *Ottawa Citizen* *Canada Atlantic*

Press Excursion Montreal to Ottawa. Mainly about the lunch at the Russell Hotel. Train left Montreal at 0900 and arrived at Ottawa at 1229, one minute early. Consist - one Pullman, one first class, one second and one baggage car newly purchased by the CAR. Messrs. Perley, Booth, Fleck, Spragge and Gormully waited for the press men at the station. Party left for Montreal at 4.20 p.m.

01/11/1882 Ottawa Citizen Canada Atlantic

Today regular train service on the CAR will open for passenger traffic. Public now have at their disposal two first class lines of railway by which they can travel between Montreal and Ottawa.

02/11/1882 Pontiac News Pontiac Pacific Junction

Upwards of forty men arrived here yesterday to work on the Pontiac Pacific Junction Railway between Aylmer and Quio. They were an able bodied lot of navvies and no doubt will do good work on the track - Aylmer Times.

02/11/1882 Ottawa Free Press St. Lawrence and Ottawa Rideau River bridge

The Condemned St. L. & O. Bridge.

The whole river between the Canadian shore and Sister Island seemed to be moving this morning, when the car ferry boat, Transit, with a huge scow alongside, came slowly towards our dock. It seems that a consignment of twenty-eight carloads of railway and bridge timbers for the C. & L.C. Railway had been purchased back of Ottawa, and could not be taken over the St. L. & O. road because of the condemned bridge. It was accordingly ordered to be sent here, the first shipment arriving yesterday. Two cars were put on the Transit and two more on the scow, when they started for home. They will ferry the whole 29 cars from here. Brockville Recorder, 1st.

03/11/1882 Ottawa Citizen Ottawa, Waddington & New York

OTTAWA, WADDINGTON & NEW YORK RAILWAY

by Telegraph to the Citizen

Visiting the Proposed Bridge Site

Morrisburg, Ont, 2nd, -. Dr. Durant, the railway magnate of New York accompanied by his son, and General Seymour, State Engineer of New York, visited the town of Waddington, N.Y., yesterday for the purpose of viewing the site of the proposed bridge of the Ottawa, Waddington and New York Railway Bridge Company and plans of the line leading thereto north and south of the St. Lawrence River. Messrs. Wm. McKenzie, Reeve; Capt. Farlingerr and H. C. Kennedy, Provisional Directors at Morrisburg, accompanied by Messrs. H Monro and Quinlay, of Ottawa who is at present in charge of the engineering staff on the line to Ottawa, accepted an invitation to meet the railway men in the afternoon, and along with the provisional directors and others at Waddington they accompanied Messrs. Durant and Seymour to the north part of Ogden's Island, where a very favorable view of the bridge site and its approaches on the eastern side of the river could be had. The New York railway men expressed themselves highly pleased with the site and the favorable location of the line generally, and promised to do all in their power to assist in pushing forward the project to a successful termination. After consultation as to details the party drove over the proposed line as far as Canton, N.Y..

03/11/1882 Almonte Gazette Chalk River Almonte

A NARROW ESCAPE. - on Tuesday last, as the afternoon train was going south, an Indian answering to the name of "Jack," who had been on the cars to speak to someone, attempted to leave the train after it commenced to move. Owing to striking against some person on the steps and to the presence of too much spirits he fell down between the car and the front of the platform. He held himself firmly against the platform until the train was passed, when he emerged without injury. Those on the platform who saw him will not soon forget the thrill the occurrence gave them.

RAILWAY NOTES. - the station yard at Almonte has been transformed this last week into a car repairing shop, a number of men having been engaged repairing the cars damaged in the collision on the 21st. inst - Archer Baker, Esq., accompanied by the heads of the different departments passed through Almonte on Tuesday last in the Directors' car on an official trip to Mattawa.

04/11/1882 Ottawa Citizen Carleton Place Union Depot

The Union Passenger station of the Canadian Pacific Railway is receiving a new coat of paint and is being generally renovated.

10/11/1882 Ottawa Citizen Canada Atlantic

The Canada Atlantic Railway have taken possession of their new general offices on Elgra (Elgin?) Street near the Stewarton depot.

11/11/1882 Ottawa Free Press Sussex Street Sussex Street

While the 7.15 train from the west was steaming into the St. Lawrence & Ottawa Railway station last evening a passenger and a baggage car by some means or other, ran off the track at the Dalhousie street crossing. The train being moving only at a slow rate of speed no damage fortunately resulted. The cars were put on the track in the course of an hour by a gang of section men.

13/11/1882 Ottawa Citizen Pontiac Pacific Junction

It is again rumoured that the Pontiac Pacific Railway has sold out to the Canadian Pacific. This statement can hardly be credited in face of the assurances from the president of the former to the effect that his company are determined to build the road. It is also said that the crossing at Lapasse has been condemned and a favorable one found at Split Rock, about two miles above Portage du Fort, the line running through Clarendon about one mile and a half south of Shawville. The people of Pontiac are deeply interested as to the location of the crossing, the truth of which will no doubt be found out at the approaching meeting of the directors.

14/11/1882 Ottawa Free Press Canada Atlantic

Construction trains are running nightly on the Canada Atlantic Railway. They are at present engaged in dumping earth into the new car shop to form an embankment on which to lay tracks.

17/11/1882 Almonte Gazette Kingston (CP)

A train on the Kingston and Pembroke railway struck a man lying on the track near the junction with the Quebec & Ontario Railway. He was instantly killed. The unfortunate victim was named Connors, and hailed from some place near Montreal. The company ordered his burial. He was a navvy.

17/11/1882 Almonte Gazette Chalk River Almonte

On Wednesday morning last, when the morning mixed train from the south was coming down the grade a short distance out of town, a coupling broke, and the engine and one car gained several laps on the balance of the train. The engine and car whizzed past this office at a very lively rate, and the engineer, in order we suppose, to cool the excitement of his engine after the fast run, gave it a cooling drink at the tank before returning for the rest of the train.

17/11/1882 Almonte Gazette Chalk River Almonte

The platform at the station here is to be extended to the crossing opposite the Gazette office. Additional platform room is much needed.

17/11/1882 Almonte Gazette Belleville Perth

The car works at Perth are building huge tanks for the C.P.R.R. A special staff are engaged for this work.

17/11/1882 Almonte Gazette Chalk River Smiths Falls

SMITH'S FALLS

ACCIDENT. - on Tuesday a railway station was made the scene of another accident, the victim being a young man named Miller, from Ottawa. He was a new hand on the train, this being only his second day. While coupling the freight cars he was caught and most severely crushed. He returned to Ottawa on the 5 o'clock express. His injuries are thought to be of such a nature that he will soon recover.

17/11/1882 Ottawa Citizen Pontiac Pacific Junction

It was stated in the city yesterday that owing to some disagreement with the contractors the men working on one section of the Pontiac and Pacific Railway left the road en masse. As strong efforts are being made to push the road rapidly towards completion this will be rather annoying if true.

20/11/1882 Ottawa Citizen Ottawa, Waddington & New York

The work of surveying on the Ottawa, Waddington and New York Railway and Bridge Company is progressing with all possible rapidity and it is expected that in a few days the line to Ottawa will be finished. The bridge site has been fixed, soundings taken of the river, and the route laid from Waddington to North Williamsburg.

- - -

An Alderman will put a resolution at the meeting of the City Council this evening, asking that a by-law be prepared and submitted to the citizens for the purpose of their voting \$150,000 to the Ottawa, Waddington and New York Railway for construction of a waggon and foot bridge across the Ottawa. It is more than probable the matter will be taken into favourable consideration as the Corporation could not erect a bridge, which is now almost a necessity, at a less cost than \$400,000.

20/11/1882 Ottawa Citizen Kingston (CP) Renfrew

Work on the Kingston and Pembroke Railway is being pushed forward. It may interest those who are wondering by which route the company will enter Renfrew to learn that it is rumoured the right of way has been purchased for the track on the western side of the village indicating that the station will be near the Bonnechere River.

20/11/1882 Ottawa Citizen Belleville Perth

The railroads are progressing very favourably west of this place. The bridge across the Fall River is under construction and will be built of cut stone laid in cement. A large number of men are at work between here and Sharbot Lake in the rock cuts, and although the country is rough and it is difficult to construct a road, yet the work is going on, and will be completed sooner than anticipated by many.

20/11/1882 Ottawa Citizen Pontiac Pacific Junction

The Pontiac Pacific Junction Railway engineers have finished the location of the line as far as Lapasse in Pontiac county and the line has been completed between the aforesaid point and the town of Pembroke. It is said a party are engaged boring preparatory to erecting the piers for the bridge at Lapasse. Engineers were prospecting last week in the neighbourhood of Split Rock on the Calumet Chenail.

21/11/1882 Ottawa Free Press Ottawa, Waddington & New York

Asks city for a bonus of \$150,000 for a bridge across the Ottawa river to Hull.

CITY COUNCIL

Bonus to the Ottawa, Waddington and New York Railway

PETITIONS

Two petitions were presented, one from the directors of the Ottawa, Waddington and New York Railway Bridge company, and the other from Messrs. Thomas McKay and others, petitioning that a bonus of \$150,000 be granted to that railway for the construction of a bridge across the Ottawa. The following is the directors petition: -

That at the request of Ald. McDougal and several other citizens of Ottawa, the provisional directors of the company, in applying for their charter, took power in their act of incorporation to construct an ordinary waggon bridge in connection with their proposed railway bridge across the Ottawa river, thus saving several hundred dollars in the event of a charter for the construction of such a bridge being required by the city of Ottawa or by a private company.

That the company do not require the wagon bridge for their own purposes, but have offered to construct it in connection with the railway bridge, provided they receive from the city of Ottawa a bonus of \$150,000.

Your memorialists therefore respectfully submit for the consideration of your honorable body whether under the circumstances it would not be advisable to grant the proposed bonus to secure the construction of a waggon bridge at a cost of \$150,000, which if required now or at a future period could not be built separate from the railway bridge for less than \$300,000 or \$400,000.

Moved by Ald. McDougall, seconded by Ald Whillans, that the petition of Thomas McKay & Co. and a large number of the freeholders of this city just read be received, and in accordance with the request therein contained, the By-law and Finance Committees are hereby requested to prepare a report on the advantages of granting a bonus of \$150,000 to the proposed Ottawa, Waddington and New York Railway and Bridge company for the sole purpose of building a waggon and passenger bridge in conjunction with the railway bridge, to be located not more than 200 feet northeast of Captain Bowie's house on the bank of the Ottawa River in this city, the approaches to said waggon bridge to be on the west side of Captain Bowie's house, said amount of \$150,000 debenture not be paid to the said railway company until the wagon and passenger bridge is fully completed and ready for use, and report at the next meeting of this Council.

Mr. McDougall said in support of his motion that it was an excellent opportunity for the city to get a bridge across the Ottawa. He wished it to be distinctly understood that the bonus would not be given unless the bridge was built.

Ald. Whelan moved, seconded by Ald. Bobier, in amendment; that's the matter be referred to the Finance committee for consideration.

Ald. Lauzon said that it was an important matter, and although he was favorable to the building of the bridge, yet it was but proper that the Council should be protected. It was also very important to know regarding the power of the company to put a toll on the bridge. He would like to see it free.

Mr. T.C. Keefer was heard at the bar of the Council on behalf of the company. He said that he came to give information to the Council regarding the building of the bridge. Several gentlemen spoke to him when the charter for the railway was granted to get a charter for building a bridge also.

It was with Sir John's advice that they decided to build a waggon bridge along with their railway bridge. Of course it was not necessary that they (the company) should have a waggon bridge, but if the people of Hull and Ottawa wanted it they were willing to give it to them. If there was a bridge at Prescott they would never have built this railway, but as they were all aware such could not be had. It was arranged to put the waggon bridge under the railway bridge the same as the suspension bridge at Niagara. He received letters from several prominent gentlemen in the state of New York, stating that they were organizing to get their company ready. This same New York and Canada Bridge Company had resolutions passed in Congress allowing them to build a bridge from the other side in connection with their line, the Ottawa, Waddington and New York railway. All that was necessary was that if the city was not agreeable to grant the bonus the waggon bridge was not required to be built. His company was not antagonistic to the St. Lawrence and Ottawa nor the Canada Atlantic railways, as there would be abundance of traffic for all of them. The Ottawa, Waddington and New York Railway and Bridge Company in fact would not interfere with the traffic of either road, as it would strike into the New York State coal fields.

Ald. McDougal - it is said that you must build this wagon bridge at any rate. Is this so?

Mr. Keefer explained that such was not the case, and indeed it was not necessary for them to build the railway unless they choose. As provisional directors they were merely waiting to see what bonuses would be granted and stock subscribed. The directors had not asked any bonus yet although they received one of \$10,000 from Morrisburg.

Ald. McDougal - with the effect of Ottawa giving you a bonus be beneficial to the road

Mr. Keefer said that no doubt it would have an immaterial effect among people at a distance.

Ald. Lauzon - when did you expect to start work?

Mr. Keefer could not exactly say, but it was more than probable that they would begin in the spring.

Ald. Lauzon thought that the city would be running the risk of losing \$600 or \$700 in putting the by-law to the people if the bridge were not finally built.

Mr. Keefer - that was of course a risk which they would have to run, and he thought it was one worth trying.

Ald. Lauzon wished it to be referred to the By-Law Committee.

Ald. McDougal explained that this was stated in his resolution.

Ald. Lauzon thought that the By-Law Committee should not have power to prepare the by-law, but merely reports to the Council on the matter.

Ald. Whelan asked Mr. Keefer if they had yet got the charter or was it a proposed charter.

Mr. Keefer stated they had already got the charters for both bridges.

Ald. Whelan was of the same opinion as Ald. Lauzon, and thought that the matter was of great importance and should be carefully considered.

Ald. Lauzon suggested that Ald. Whelan withdraw his motion, and he thought Ald. McDougal would have no objection to alter his motion so as to authorize the By Law Committee to report only, instead of preparing a by-law for submitting it to the people.

Ald. Laverdure wished to know if the railway company had not to build a double bridge or they would get no charter.

Mr. Keefer - Oh, no; they were in no way bound to build the toll bridge, and would not do so if the bonus were not granted.

Ald. Cunningham- how much capital was subscribed?

Mr. Keefer could not exactly say, but there were \$20,000 at the first meeting of the provisional directors. It was the intention to connect with the Ottawa and Gatineau Valley railway, the Pontiac and Pacific and the Canadian Pacific. Another thing he might tell them that if they were going in that way to the Chaudiere he was certain that none of the lumbermen there would send their exportations to New York 100 miles round.

The amendment was withdrawn and the original motion adopted.

22/11/1882 Kingston Daily British Whi Kingston (CP)

City and Vicinity

Round House. The new Round House in course of erection by the K. & P. RR. Company is far advanced. It will be ready for occupation about January 1st. The old engine house opposite Tete du Pont Barracks will be converted into a freight shed.

23/11/1882 Ottawa Citizen**Pontiac Pacific Junction****Split Rock**

The engineers of the Canada Atlantic Railway sent up to examine the crossing of the Ottawa River at Split Rock were exceedingly reticent in their communications. They found that one pier of the railway bridge would have to be built in forty feet of water. They would not say what they thought of the place as a possible crossing for the railway. They were evidently following instructions to keep their eyes and ears open and their mouths shut.

23/11/1882 *Ottawa Citizen* *Chalk River* *Almonte*

It is understood by the Almonte people that a new iron bridge will shortly replace the one at present spanning the river there, and that other important railway improvements are contemplated by the Canadian Pacific Railway authorities. The depot will in all likelihood be removed to the opposite side of the track from where it at present stands.

24/11/1882 *Ottawa Free Press* *Tramway* *Perley & Pattee*

The car rails in the lumber yard of the firm of Perley & Pattee, Chaudiere, will be replaced during the winter by steel rails, which have been manufactured in Burlington, Vermont.

24/11/1882 *Renfrew Mercury* *Kingston (CP)*

The car works at Kingston are building three passenger cars for the K. & P. Railway and in a short time commencement will be made on 100 flat cars for the same road - a necessity in order to accommodate the increasing traffic in iron ore.

24/11/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

RUN OVER AND KILLED. - one day last week Mr. McLaren had a valuable horse killed in his lumber yard at Carleton Place, while shunting cars. The teamster thought there were men on the cars to put on the brakes, but unfortunately, just as the cars started, they were called away, and the cars got such headway on a downgrade that the horses could not keep out of the way. One of them succeeded in jumping to one side, but the other was knocked down across the track and almost cut in two, the first car being thrown from the track. The carcass had to be cut in two before it could be got from under the car.

24/11/1882 *Almonte Gazette* *Chalk River* *Almonte*

The purse which held the money stolen from the station house here some time since was found a week or so ago by the section man, in a culvert about a mile on this side of Carleton Place.

24/11/1882 *Almonte Gazette* *Chalk River* *Almonte*

HAND CAR ACCIDENT. - on Thursday evening last a special train ran here for water, and was followed by the hand car, driven by two men. Just as they came to the station the handle of the pump came off and threw Mr. J. Ferguson, a brother of the section man, on to the road in front of the car, which passed over him, severely injuring his breast, shoulder and arm. The injured man was promptly removed and cared for, and is doing well, his injuries not being so severe as was at first feared.

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,

24/11/1882 *Renfrew Mercury* *Toronto and Ottawa* *Perth*

The rails of the Toronto and Ottawa are now being laid at Madoc and Perth. There are some seven hundred men engaged in the construction of this road.

25/11/1882 *Ottawa Citizen* *Pontiac Pacific Junction*

It appears that much dissatisfaction exists amongst many of the employees of the PPJ. Many are leaving the works and do not by any means give a flattering account of matters. It is also understood that operations will be stopped until spring. Speaking of the circumstances of the case, a contemporary says 'An ancient once said that hope deferred maketh the heart sick'. So may the labourers on the PPJ Railway say today. They have long been waiting for the advent of the ever necessary. But like a marsh light it gleams for a moment before their expectant vision and just before they are about to touch the long sought for object, it disappears into the darkness of distance. They cry out often in their own minds, yet not in the exact moods of the Latin orator "How long, how long, O Cataline, shalt thou abuse our patience?" and the monotonous telegrams reply "How long!"

25/11/1882 *Ottawa Citizen* *Kingston (CP)* *Sharbot Lake*

Perth Expositor - the price paid to the Kingston and Pembroke Railway for the use of their crossing over Sharbot Lake by the O&RR [sic] is said to be \$14,000. The latter will take the west side of the embankment which they will widen and build up with cut stone..

27/11/1882 *Brockville Recorder* *Kingston (CN)* *Brockville*

Fifteen small boys, ranging in age from eight to fifteen, were in line under the stern eye of the Cadi this morning to answer to a charge of disorderly conduct at the Grand Trunk depot. these are the youngsters who take possession of a hand car in the yard on an occasional Sunday and create a regular nuisance. Twelve of them were fined \$1 each, two were found not guilty, and one was discharged on account of his extreme youth.

01/12/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

Two freight trains collided at the C.P. junction on Wednesday evening. The engines were injured considerably.

01/12/1882 *Almonte Gazette* *Chalk River* *Carleton Place*

NARROW ESCAPE FROM A COLLISION. - the Central Canadian of this week says: one of the most miraculous escapes in the latter-day terrible records of the C. P. R. occurred last Monday at noon three miles out from Carleton Place on the way to Brockville. The noon express was then at full speed with the usual supply of humanity aboard, when suddenly the awful spectacle of an approaching freight was seen coming up a grade. The situation was frightful in the extreme, and as the two drivers wrought as against certain death to avoid what seemed short of being a shocking mangling collision, the passengers became bursting with excitement and agony. The laboring freight was working around a curved grade, and was moving slowly almost at the summit; the driver of the express was on a straight track and could see quite a distance. This gave him time to apply the brakes, but long before he had stopped men, women and children had jumped off, in their fear, feeling certain that a collision was inevitable. The trains came to within a very few yards of each other before stopping. The passengers returned and the freight backed up to Franktown, the express proceeding..

01/12/1882 *Almonte Gazette* *Belleville*

The rails on the Toronto and Ottawa are now being laid at Madoc and Perth. There are some seven hundred men engaged in the construction of the road.

01/12/1882 *Almonte Gazette* *Chalk River*

Complaints having been made of the absence of light at the different stations along the Canada Pacific on the arrival of trains, Mr. cadigan, an old conductor, was sent up the line from Ottawa to Mattawa to have this state of things altered, and more light thrown on the subject. We noticed that the platform at the station is now brilliantly illuminated after dark.

05/12/1882 *Ottawa Citizen* *Kingston (CP)*

A member of the firm that has the contract to build twelve miles of the Kingston and Pembroke Railway between the Clyde and the Madawaska states that there are three miles and a half of this section laid with rails and that four miles more are graded. Rails will be laid to Calabogie Lake by next June which is about eleven miles from the Clyde. There are 450 men working on this section. The people from Bedford and Crosby townships are agitating for railway connection and in all probability a branch of the Kingston and Pembroke Railway will be run to Westport, on the understanding that the municipalities grant a bonus of \$25,000 or \$30,000.

05/12/1882 Ottawa Citizen Pontiac Pacific Junction

The difficulty on the PPJ Railway between Aylmer and Quyon, whereby most of the men left, was caused by a disagreement between the sub-contractor and the contractor. Although some persons have seen fit to throw discredit on the company for this delay, they have nothing to do with it, the whole difficulty lay between the contractors and those to whom they sub-let the work of construction.

Discussion of the relative merits of the crossings at Split Rock and Lapasse. Bryson's Point

06/12/1882 Ottawa Free Press Pontiac Pacific Junction

The difficulty on the Pontiac Railroad between Aylmer and Quyon whereby most of the men working on it left, was caused by a disagreement between the contractor and the sub-contractor. Some have thought to throw discredit upon the company for this trouble whereas the company has nothing to do with it. Any person can see at a glance that if a man contracts for the building of the whole line of road and sublets the work in sections to other men, and disagreements arise between them on any matter connected with the work, the company cannot be chargeable in any shape or form. Only in the case of a serious and prolonged stoppage of the work owing to such disagreement would the company be justified in interfering. Again if men engage themselves to work for these sub-contractors, they should see to it before they begin work, that their pay would be all right - Pontiac Advance.

08/12/1882 Almonte Gazette Chalk River Pakenham

The bridge lately constructed by the CPR over the track at Pakenham is now being removed, the height it was required to be built according to law having made it almost impassable. A cut is being made through the bank for the purpose of making a crossing for the road over the track.

08/12/1882 Renfrew Mercury Pontiac Pacific Junction

There is considerable dissatisfaction among the laborers on the Pontiac and Pacific Junction Railway. Many of them have ceased work, and it is said things are at a standstill. Non payment of wages by the contractors is said to be the cause of the trouble. - Arnprior Chronicle.

08/12/1882 Almonte Gazette Chalk River Renfrew

ANOTHER BRAKEMAN KILLED AT RENFREW. - on Saturday night last a young man named Wm. McGibney, of Ottawa, employed as brakeman on one of the C.P.R. freight trains, met with a horrible death while coupling cars in the station yard at Renfrew. After having made a coupling he proceeded to walk with the train while it was in motion, a very dangerous practice. He had only walked a short distance when his foot caught tight in a "frog." He fell across the track and the cars passed over him, cutting off both of his legs and his right arm close to the shoulder. The train hands were shocked at the dreadful sight of their comrade, who a few minutes before was hale and hearty, lying at the side of the track agonizingly writhing in pain. Everything possible was done to relieve the sufferings of the unfortunate man, but all was of no avail. Poor McGibney expired about two hours after the accident. An inquest was deemed unnecessary. Young McGibney was steady, honest and hard-working, and well thought of by everyone who knew him. He was only a short time in the employ of the C.P.R.

11/12/1882 Brockville Recorder Brockville

On Saturday night a pitch-in occurred at the semaphore of the Canadian Pacific, just outside the town limits, between two special freight trains. One was standing on the track when the second dashed into the rear. The van and one of the freight cars on the first train were demolished and a third torn from the tracks. Traffic is said to have been delayed for a couple of hours.

14/12/1882 Ottawa Free Press Sussex Street Sussex Street

In backing the 10 a.m. train at the St. Lawrence & Ottawa Railway depot, the iron horse, pushed just a little too far shoving the rear car off the end of the track and through the fence fronting on Sussex street on to the roadway. Fortunately no serious damage was done and things were righted in a short time.

15/12/1882 Renfrew Mercury New York Central

A meeting of the directors of the O. & P. Railway was recently held at Cornwall; and it was decided to make an application for aid to the Dominion government. Efforts will also be made to get a bonus from the Ontario Legislature. This line is the one that will run from Cornwall to Ottawa and Arnprior and thence to Eganville by the old Bonnechere Valley route. It is pretty well acknowledged now, that the Bonnechere Valley route was, after all, the cheapest and the best that could be adopted for the C.P.R.

15/12/1882 Almonte Gazette Kingston (CP)

Three miles of the Kingston and Pembroke Railway between Madawaska and Clyde have been laid with rails and four more have been graded.

19/12/1882 Ottawa Citizen Chaudiere

With the exception of the rock cutting at Mount Sherwood on the Chaudiere extension of the CAR, work has been stopped for the winter months. Messrs. Brown and Wilkins have the contract for the rock work, and has a force of men busily engaged. The building of the bridges and culverts have been sublet to Mr. J. Black. It is understood that no delay will take place until the work is completed.

22/12/1882 Almonte Gazette Kingston (CP)

The K. & P.R.R. have just completed another ten-mile contract between Lavant Station and Clyde Lake.

22/12/1882 Almonte Gazette Carleton Place Ottawa

SHOCKING DEATH ON THE C.P.R. AT OTTAWA. - Louis Prevost, the chief night yardman of the Canadian Pacific Railway at the union station, Ottawa, met a very sad end last Thursday night about half past ten o'clock. The duties of a yardman are to attend to the arranging, making up, switching, and shunting of all trains at the station. Poor Prevost was at his post that night, and was backing the Montreal train, which had only previously arrived, out from the depot when the fatality occurred. He was standing with a lamp in his hand, on the semaphore platform, and his assistant, Robert Young, was in company with him. The latter ran ahead of the train, which was moving very slowly, to the switch, only a short distance from the platform. As the train came steaming up close to Young, who was attending to the switch, he was horrified to behold the body of a man dragging along under the engine. Mr. Young gave the alarm, the engine stopped, and the employees were shocked to find that it was one of their fellow-employees in the person of Louis Prevost who had met such a melancholy death. No one was more stunned than Young, who not more than three minutes previously left him standing on the platform. The top of his head was cut off and the fragments of the skull were lying near the platform, and on the track were pieces of flesh, blood and brain. The site was heart-rending in the extreme. Prevost was wearing heavy soled boots at the time of the accident, and it is supposed by the employees at the station that he attempted to walk across the track from the platform and slipped.