

# Local Railway Items from Area Papers - 1883

**02/01/1883**    *Ottawa Citizen*                      *Canada Atlantic*

There is a boom in the freight trade of the Canada Atlantic Railway of late. No less than thirty-eight car loads of freight came in on Saturday last.

**05/01/1883**    *Ottawa Citizen*                      *Carleton Place*                      *Stittsville*

On Tuesday night last an accident occurred on the Canadian Pacific Railway near Stittsville. It appears a heavy freight train broke in two and an empty engine following close behind went crashing into the van and other cars that had broken loose from the train. The Grand Trunk train going west was delayed an hour in consequence, waiting the arrival of the CPR train. The delegates to the Reform Convention were on board and felt rather uneasy.

**06/01/1883**    *Ottawa Citizen*                      *Toronto and Ottawa*                      *Perth*

Last week it became known in town that all work on the Toronto and Ottawa Railway between Perth and Bridgewater was ordered to be stopped and Mr. Beemer, the contractor, arrived in town, and by his direction, the hands were paid up all along the line and were discharged. The men were told the work was not continued until the 1st of April but of course there is no saying how long the stoppage may last or if the work will ever be taken up again. About \$200,000 have already been spent on the line between these two points, and it now remains to be seen whether all this money will be absolutely wasted by abandoning the work altogether, or whether Midland, who own the charter, and have spent the money, will see their way clear to borrow additional money to complete the line

**08/01/1883**    *Kingston Daily British Whi*    *Kingston (CP)*                      *Kemptville*

Preparation for Action

The K & P RR have no new ???projected as yet, but they ask for amendments to their charter so as to be enabled at any time to open up and operate work. For this purpose it is also desirable to have an increase in the capital stock

City and Vicinity

New Round House - The round house of the Kingston & Pembroke RR. Company is assuming definite proportions. The frame work of the building can be seen from the foot of Wellington Street. Stalls will be ready for the engines about the middle of March.

**08/01/1883**    *Ottawa Free Press*                      *Ottawa, Waddington & New York*

Delegation requesting a subsidy from the Ontario provincial government.

**11/01/1883**    *Ottawa Citizen*                      *Pontiac & Pacific Junction*

Meeting of shareholders. During the past year good progress had been made towards completion of the road.

**11/01/1883**    *Ottawa Citizen*                      *New York Central*

A deputation from Cornwall comprising Dr. Bergin M.P., A.P. Ross and D.A. Fleck have been in the city the last two days on business connected with the Ontario and Pacific Railway. They had an interview with Sir John relating to the matter, and left yesterday afternoon for Toronto to petition the Ontario government to give a grant towards assisting to build the road. As is already understood, the proprietors of the line contemplate connecting Cornwall on the east with Sault Ste. Marie on the west by way of Ottawa, Arnprior and Eganville. The scheme is of great importance to the country generally but to Ottawa County in particular. By this route the traffic of the north-west for Montreal, New York, Boston and Portland will have some 400 miles less to travel than by the present circuitous route via Chicago. The advantages of the line from a local viewpoint are too apparent to require any remarks on that score. As will be seen from an advertisement elsewhere the annual general meeting of the company will be held on Wednesday next. It may be mentioned that the capital stock has already been subscribed.

**15/01/1883**    *Ottawa Citizen*                      *Brockville*                      *Brockville*

The rumour is again revived that the Canadian Pacific Railway contemplates putting a 400 foot extension to their lumber dock at Brockville, extending it up the river for that distance and then arranging their tracks as to unload direct from the cars to the barges or vessels. There can be no doubt that such an improvement would meet with the heartiest approval from shippers and vessel men as it would obviate much of the trouble which now exists. It would also form quite a large and safe harbour for shipping.

**16/01/1883**    *Ottawa Citizen*                      *Canada Atlantic*                      *Bearbrook*

The train of the Canada Atlantic did not arrive here until near midnight, three cars having left the track near Bearbrook. The cause has not been definitely ascertained but is supposed to be a broken rail. No one seriously injured.

Also reported in the Ottawa Free Press, same date. Rear truck of tender derailed.

**19/01/1883**    *Renfrew Mercury*                      *Pontiac & Pacific Junction*

The Pontiac Advance says there is no truth in the rumor that the Pontiac Pacific Junction railway has been sold to the C.P.R. Syndicate. There are no negotiations for a sale going on, nor have there been any at any time.

**20/01/1883**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa West*

The Canadian Pacific Railway Company are building a new round house near the Union Station which will have accommodation for about thirty engines.

**24/01/1883**    *Ottawa Citizen*                      *Kingston (CP)*                      *Kingston*

Kingston 23rd January. Today the first spike was driven for the Kingston and Pembroke Railway. An iron ore dock that will be built below the bridge chutes will also be erected by means of which vessels may be loaded with ease and rapidity. When the dock is completed it will have cost \$75,000. It is stated that in July next the K&P and L&O Railways will have connected at Sharbot Lake, which will give direct connection between Kingston and Montreal via the Kingston and Pembroke Railway.

**26/01/1883**    *Ottawa Free Press*                      *St. Lawrence and Ottawa*                      *White Bridge*

The St. Lawrence & Ottawa Railway are having the trestle work of all the bridges along their line reconstructed at a height of seven feet above the cars. This will ensure the safety of brakemen, one of whom, Michael Nidd, was killed some years ago by being knocked off a train in crossing the St. L. & O. R.R. bridge over the Rideau. The company's action is in accordance with a law passed in the Dominion Legislature requiring trestle work on railroad bridges to be constructed seven feet higher than the tops of the cars.

**29/01/1883**    *Ottawa Citizen*                      *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway Company are having the trestlework of all their bridges reconstructed so that there shall be seven foot clear headway above the top of the cars, thus giving greater security than formerly to the brakemen on the freight cars.

**31/01/1883 Ottawa Free Press St. Lawrence and Ottawa**

London, England, January 31- The bond holders of the St. Lawrence & Ottawa Railway Company held a meeting yesterday, at which the report of the committee appointed to consider the offer of the Canadian Pacific Syndicate was received and discussed. A recommendation to refuse the offer was unanimously adopted by the meeting.

**02/02/1883 Renfrew Mercury Belleville Perth car shop**

Two hundred employees of the Perth car shops recently struck work and went to their homes. Reasons, want of punctuality in payment of their wages.

**02/02/1883 Renfrew Mercury Chalk River Almonte**

The Almonte Railway Bridge. The wooden bridge on the Canadian Pacific railway over the Mississippi river there was removed on Sunday last, and replaced by an iron structure consisting of ten spans. The time occupied in removing the old bridge and completing the new one was only 20 hours. Considerable indignation was expressed by the citizens that the Sabbath should have been chosen to accomplish this work.

**06/02/1883 Ottawa Citizen Lachute Ottawa, Broad Street**

Yesterday, an accident, fortunately attended with no loss of life or personal injury, occurred on the line of the Canadian Pacific Railway close to Ottawa. It appears that the early passenger train from Aylmer was running into the city at a moderate rate, and when only some two hundred yards from the station collided with a freight train which was also going at a slow speed. The passenger train was on its usual time and on the main line, but owing to a dense fog which prevailed its approach was not seen by the parties in charge of the special freight in time to prevent the collision. Damage sustained by the cars is estimated at \$3,000. A gang of men were set to work at once to clear the track and the debris was removed last evening. An investigation into the cause of the collision will be held at once.

Investigation - carelessness on the part of certain employees and their services were promptly dispensed with.

Also reported in the Ottawa Free Press Monday February 5 and Renfrew Mercury February 9.

**06/02/1883 Brockville Recorder Kingston (CN) Brockville**

The Grand Trunk Express from the west was on time yesterday afternoon, a somewhat noteworthy incident.

**06/02/1883 Brockville Recorder Kingston (CP) Kingston**

The Kingston and Pembroke Railway was completely blocked with snow and ice yesterday. No trains left Kingston.

**07/02/1883 Ottawa Free Press Canada Atlantic Kenyon**

Collision at Kenyon. The fireman on locomotive No. 2 was killed. Also account in Renfrew Mercury February 16.

**09/02/1883 Ottawa Citizen Lachute**

New parlour cars. Two parlour cars "Lachine" and "Carillon" will replace the cars on the line which will be put on the Ottawa - Brockville run. Full description. Also reported in the Ottawa Free Press on February 8.

**09/02/1883 Renfrew Mercury Belleville Perth car shop**

The strike among the employees of the Perth car shops has come to an end.

**09/02/1883 Ottawa Free Press Ottawa City Passenger**

New regulations have been issued by the Street Railway Company regarding passengers. Hereafter, letter carriers, telegraph message boys and overgrown schoolboys will be charged full fare.

**09/02/1883 Renfrew Mercury Chalk River Pembroke**

On Wednesday morning a smash up occurred on the railway at Pembroke which caused a temporary commotion. A number of cars were shunted out on to the pile bridge on Tuesday night and left there. Next morning, before daylight, the Mattawa train with a number of cars attached, came along and ran into them. There were a number of men sleeping in the stationary cars at the time. The men were heaved around the cars with much velocity, but fortunately none were seriously hurt. The cars were considerably wrecked. Had the engine been running at full speed the accident would have proved more serious. Observer.

**11/02/1883 Perth Courier Havelock**

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

**16/02/1883 Renfrew Mercury Kingston (CP)**

Account of snow blockade on the K&P.

**06/03/1883 Ottawa Citizen St. Lawrence and Ottawa Prescott**

The last of the employees in the blacksmiths shops of the St. Lawrence and Ottawa railway leave here on Monday for Montreal. Only a few men are being retained here to keep up repairs on engines and cars.

**15/03/1883 Ottawa Free Press Chalk River Carleton Place**

Messrs. Baker and Blackwell of the C.P.R. were in Carleton Place a few days ago. A local paper said their object was to consider the removal of the heaviest of the machinery in the works there to the new shops at Hochelaga. Since the destruction of the shops at Brockville the entire repairs and new work have been done at Carleton Place. The machinery for the heavy and new work is all that will be removed, repairs will still go on at Carleton Place as usual. The complaint of the company about lack of houses for the men will soon have ceased, as these will be provided with all the speed that is possible.

**22/03/1883 Ottawa Free Press Canada Atlantic**

Mr. Hiram Loomis, for many years locomotive engineer on the St. Lawrence & Ottawa Railway, and more recently on the C.P.R., has accepted a similar position on the Canada Atlantic Railway. Mr. Loomis is an old experienced controller of the iron horse and one of the most careful and competent engineers on the continent.

26/03/1883 *Ottawa Citizen* *Lachute* *Calumet*

Early on Sunday morning as a down freight train on the Canadian Pacific Railway was crossing the Rouge River near Calumet station, the wheel of one of the cars broke and it, with the four following cars, was precipitated over the bridge, a distance of sixty feet. They broke through the ice and went to the bottom. There were no lives lost. The engine did not leave the track, and all the train hands were together in a tool car which escaped the wreck. The car whose defective wheel was the cause of the disaster was not a part of the regular railway rolling stock but belonged to another company. Strange to say, no damages were done to the bridge. The inspector, Mr. Wood, examined it thoroughly and pronounced it to be in a perfectly satisfactory condition. The loss is estimated at about \$20,000, but this is probably above the mark. A large gang of men are employed endeavouring to recover the freight.

28/03/1883 *Ottawa Citizen* *Ottawa City Passenger*

The work on the streetcars is just now unusually heavy, and in the course of a few days the "busses" must take the place of the sleighs. It is a consummation devoutly to be wished that the rails were bare again.

30/03/1883 *Renfrew Mercury* *Kingston (CP)*

Messrs. MacDonald & Co., contractors on one section of the K. & P. Railway, are pushing the work of making a cutting through solid rock at Calabogie Lake. The cut will be about half a mile long, and at the heaviest point 45 feet in depth. The material taken from the cut will be used in making a dump across Calabogie Lake.

30/03/1883 *Brockville Recorder* *Westport* *Delta*

A very large and thoroughly representative meeting of people from the various municipalities assembled at Delta yesterday to take the initial step toward putting the Brockville and Westport Railroad project on some sort of solid basis.

30/03/1883 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of a meeting to discuss certain proposed changes to the K. & P.R. Act which would give them power to construct branches to Westport, Smiths Falls and Eganville.

05/04/1883 *Ottawa Free Press* *Maniwaki*

At a joint meeting of the directors of the Ottawa & Gatineau Valley and Ottawa Colonization R.R. yesterday, Mr. Mackintosh, the president, made a lengthy explanation of the company's affairs. A resolution was carried strongly approving of his entire policy in connection with his negotiations for the construction of the said railways, which were made under his power of attorney and share proxies of both roads; and that if any further powers are necessary the shareholders and directors of both roads should furnish them to him forthwith.

06/04/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

The freight train that came in after the express on Tuesday night was going at such speed that it shot right past the Renfrew station and was not stopped until it reached the second bridge. The conductor who came back for his waybills, &c., remarked that it went by "like the devil on skates."

09/04/1883 *Ottawa Citizen* *Canada Atlantic*

On and after Tuesday March 4 CAR and GTR will run a Pullman sleeping car to Montreal. Leave Ottawa 10 p.m. and arrive in Montreal 7 a.m.

12/04/1883 *Renfrew Mercury* *New York Central*

The Ontario and Pacific Railway Company whose line is to run from Cornwall to French River have secured in Committee the passage of an amendment to build a branch from some point on the main line of railway between Renfrew and Eganville to Pembroke.

13/04/1883 *Renfrew Mercury* *Belleville* *Perth car shop*

It is reported that extensive additions to the Perth car shops are contemplated, and that accommodation for from 100 to 150 more men will be provided. A large quantity of lumber in the shape of logs has been purchased for the works during the winter, the farmers finding that their timber pays much better as lumber than in cordwood.

17/04/1883 *Ottawa Free Press* *Maniwaki*

The engineering party of the Ottawa & Gatineau Valley and Ottawa Colonization Railway are camped near the Hull depot. The work of final location of the lines commenced today from Hull northward.

18/04/1883 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

City and Vicinity

Railway Round House - The K. & P. RR. round house will soon be ready for occupation. Ferguson Bros. of Napanee are now [illegible] the roof. The building is [88?] feet front, [133?] feet the half circle. It is [62?] feet deep and contains six stalls. It is frame and was built by R.S. Mowat, one of Kingston's contractors. A turntable is now being placed in front of the round house.

19/04/1883 *Ottawa Citizen* *Ottawa City Passenger*

Much to the gratification of their patrons the Street Passenger Railway Company have had their rails cleaned of what ice was still sticking to them and have now got their cars running instead of the busses. The horses, also no doubt, are grateful for the change.

19/04/1883 *Ottawa Citizen* *Carleton Place* *Britannia*

Canadian Pacific Railway. The village by the lake has always been a favourite resort for Ottawaaites, both as a locality for a summer residence and as a pleasant place to spend a happy day for picnic parties. The above railway company, recognizing the fact, have made special arrangements for the summer traffic, for both classes of passengers. They propose issuing season tickets, and also twenty trip commutation tickets at reduced rates which will doubtless be taken advantage of by many inhabitants of the Ottawa who prefer the cool breezes of Lake Deschenes to the torrid heat of the Capitoline summer. Full particulars as to price and conditions can be had at the company's offices on Elgin street.

20/04/1883 *Renfrew Mercury* *Belleville* *Perth*

The Perth Courier says that Mr. Little, foreman at the carshops has prepared plans for a new sleeping car for use on the Nipissing Extension of the C.P.R., on Mr. Worthington's contract. It is about sixty-five feet long, vying in that respect with the longest Pullmans. An eating and kitchen car are also being made for the Extension.

20/04/1883 *Renfrew Mercury* *Pontiac & Pacific Junction*

Pontiac and Pacific Junction Railway.

The streets of Aylmer again commence to look lively, owing to an influx of railway men, who have once more gathered around and are preparing to commence work. The work of building the bridge at Breakenridge's Creek, commenced some time ago, was abandoned the other day owing to high water; but we are happy to say that the two piers have been completed so that they cannot be injured in any way, and that work can be resumed as soon as the water falls. Ties, pickets and telegraph poles have been taken out this winter and have been placed along the line to complete 30 miles of the road, and it is expected that the snort of the "iron horse" will be heard in the Quyon village by the 1st of July. Arrangements are now being made to place 1,000 men on the work by the 15th of May. Aylmer Times.

**20/04/1883 Renfrew Mercury Kingston (CP)**

On Tuesday 300 navvies on Bannerman & Co.'s contract K. & P. Railway, struck work. They were receiving \$1 25 per day and wanted \$1 50. The matter was arranged and work resumed. The Bannerman contract is from the Madawaska to Renfrew. Rock work on O'Brien and MacDonald's cutting K. & P. Railway is nearing completion. The debris is run out on hand cars and dumped in Grassy Bay, a portion of Calabogie Lake. There are about 24,000 cubic yards of rock to be cut while about 45,000 cubic yards of material will be required to fill the lake, The balance of the filling when the cut is complete will be brought from other portions of the road.

**27/04/1883 Renfrew Mercury Belleville**

Mr. Angus Campbell has charge of railway construction on the Ontario & Quebec Railway from Perth towards Sharbot Lake, and Mr. Barclay has charge from Sharbot Lake towards Perth. Building the fences will be the first thing undertaken, then track laying and ballasting. The line is expected to be opened to the K. & P.R. junction by the end of June. It is the intention of the company to build a fine new station in Perth.

**28/04/1883 Ottawa Free Press Maniwaki**

Dr. Duhamel M.P.P., will shortly make a tour of the proposed line of railway between Hull and the Desert with a view of bringing to the attention of the municipalities interested the importance of strengthening the hands of the promoters of the scheme by granting bonuses that will enable them to show capitalists that they are really in earnest in the work they have undertaken - Dispatch.  
Also long report of a meeting at Chelsea.

**06/05/1883 Brockville Recorder Brockville Brockville loop**

It was expected at a meeting of town (Brockville) council this evening, a plan by Canadian Pacific Railway engineers who surveyed the proposed right of way to the river would be submitted. (Branchline).

**11/05/1883 Ottawa Free Press Belleville Perth**

The progress made by these works within the past twelve months have been very great. Two hundred and forty hands now find employment in them. Fifteen freight cars are turned out per week, besides others of a more refined and intricate nature

**14/05/1883 Ottawa Citizen Buckingham Buckingham**

An engineering party of the Ottawa Colonization Railway is now in the vicinity of Buckingham, engaged in locating the railway line on its first section.

**16/05/1883 Ottawa Citizen Canada Atlantic Elgin Street wood**

On Saturday last a sad accident occurred near the Canada Atlantic Railway station. A couple of men were engaged in sawing wood for the locomotives when, in some unaccountable way, the back of the hand of one of them, named Nathaniel Gammon, came in contact with the saw. More.

**17/05/1883 Ottawa Citizen Ottawa City Passenger**

The switch on the street railway at Duke Street is in great need of repair. Yesterday one of the cars came off the track there, and in consequence came into collision with another car proceeding in the opposite direction. No damage was done to cars or passengers, though the latter had to alight before the cars could be got on the rails again.

**17/05/1883 Ottawa Free Press Canada Atlantic**

From our own reporter.

South Indian May 17 - the increasing demand for accommodation for the transmission of freight on the Canada Atlantic Railway rendered it necessary for the managers to make larger provision to supply the wants of its list of merchants patrons in the city. The road has accordingly been graded at several points where formerly the inclination was steep. This will allow a much heavier train to be hauled over the line and a much larger amount of freight can be delivered in a shorter time. The larger amount of freight now carried by the line goes eastward, and the steepest grade situated about

HALF WAY TO COTEAU

has been reduced to 29 feet to the mile. Coming westwards towards the city, the grade is some 10 feet steeper, but the diminished amount of freight makes this unfelt. With a view to testing the improved working of the line, an unusually large freight train consisting of 7 box, 22 construction cars and one passenger car left the Elgin street station this morning. Among those on board were Messrs. D.C. Linsley, general manager; E.O. Winnie, general superintendent, W.H.

Hibbard, General Agent and M. Donaldson, Mechanical Superintendent. Messrs. McNee, Winnipeg Free Press, Stafford, ?, Cooke, Mail, Maginnes, Citizen; Enright, Free Press; were the press representatives by kind invitation of Mr. Hibbard.

THE LOCOMOTIVE MANSFIELD

the most powerful on the road was attached, and the passenger car was rendered rather historic by the fact that it was the first car which ever ran over the road.

A speed of twenty miles an hour was attained between Ottawa and Eastman's Springs, a portion of the grade being slightly downwards. South Indian, twenty-two miles from Ottawa was arrived sharply on time without a hitch, and here the express due in the city at 12.43 p.m. was passed.

Long continuation on May 18th.

Mansfield was built by Mason, a modification of the English Fairlie, 16x24 cylinders.

Special trial train of heavy freight.

An enjoyable trip.

On the 30th of September last the first through train to Montreal via the Canada Atlantic Railway was made, and, satisfactory as that trip was considered, the contractors and managers have spent the interval in greatly improving the road in every respect. The main object of the line is primarily to effect a means of transit for the heavy timber shipments of the Ottawa lumberers, and in order to meet fully this desirable end the road and rolling stock must necessarily be of such a nature as to carry very heavy freight at a low rate. With the view of testing the capacities of the road in this respect the managers yesterday made up a

#### SPECIAL FREIGHT TRAIN

attached to which was a passenger car, in which, by the courtesy of the management, several reporters were accommodated. Messrs. D.C. Linsley, the contractor and manager; W.R. Hibbard, general agent; E.O. Winnie, general superintendent, and a few other gentlemen went down also with the train. The engine attached to the train was worthy of notice, being the

#### ONLY ONE OF THE KIND

in Canada, and having few sister engines in the States. It was constructed by Mr. Mason, of Taunton, Mass., the pioneer of locomotive manufacturing in this country, and is a modification of the celebrated English Fairlie engine. Its special features consist in its having six coupled driving wheels as an independent truck. The cylinders are 16x24, and the power of the engine, as will be seen by the weight of the load carried yesterday, is enormous.

Leaving Ottawa at 10 o'clock with some forty cars, mostly empty, the train went at a rapid pace until

#### EASTMAN'S SPRINGS

was reached. Here, while waiting for the uncoupling of empty cars and substitution of full ones, by the courtesy of Mr. Borbridge, the party was conducted to the celebrated fountain of mineral water from which the place takes its name. There are no less than seven distinct varieties of sulphurous and saline springs in the radius of a very few yards, all of them of valuable medicinal quality.

Mr. Borbridge hopes in a very short time to have the place fitted up for the reception of visitors, in which case so desirable a resort within such a short distance of the Capital cannot fail to be a success.

Having boarded the train again, a very short time sufficed to bring the train to

#### SOUTH INDIAN

which has been transformed by the fact of the road having a station there, from a waste of a wilderness to a thriving and growing little village. The same ceremony of hitching and unhitching having been gone through, the train proceeded to Casselmans, passing on the way over a stretch of road as straight as an arrow for some

#### TWENTY-TWO AND A HALF MILES

At Casselmans, while waiting for the inevitable changing, the time was most agreeably spent in discussing a most welcome and appetizing luncheon, after full justice being done to which the customary toasts were drunk with musical honours. In responding to his health, Mr. Linsley gave a most interesting account of the inception, construction and success of the road, By the time these little ceremonies were concluded the train had reached

#### ROXBORO GRAVEL PIT

the place whence the line drew all the gravel used in its construction. The gravel is of good quality and apparently inexhaustible, a depth of 32 feet finding the bed still as thick as ever.

The next station, Maxville, saw the last change made in the constitution of the train, a large number of heavily loaded timber trucks being taken on. The train now consisted of 45 cars, the equivalent to 10 tons each, though, in all probability, that is far below the actual weight. The car was measured and found to contain 9,000 feet of green pine lumber, weighing at least 36,000 lbs., or

#### EIGHTEEN TONS

Between Maxville and Kenyon is the highest point crossed by the line between Ottawa and St. Lawrence, and shortly after passing the little station the train rolled into:

#### ALEXANDRIA

where it waited an hour or so for the passing of the express for Ottawa. Advantage of the delay was taken to stroll through the pleasant little village, which will be the scene of the Unity Protestant Benefit Society's picnic on the 24th. Returning to the station, the train was again boarded, and Glen Robertson and St. Polycarpe passed quickly by. Between Alexandria and Glen Robertson occurs the most difficult portion of the line, the grades being both steep, long and uneven. However, the

#### GALLANT "MANSFIELD"

laid herself out in fine style for her work and carried the enormous train at a rapid rate over all difficulties. At St. Polycarpe the express from Ottawa coming up, the party left the freight train and embarked on the express, on which Coteau station was reached in a very few minutes, and there a plentiful and elegant

#### SUPPER

was provided. After partaking for a second time of the hospitality of the management, it was found that the freight train had arrived at its destination and the party sallied out to congratulate both managers and engineers on the

#### UNPRECEDENTED SUCCESS

of the trial trip. The passenger car being detached from it, a special engine was hitched on, and a rapid spin down to Ottawa finished a most enjoyable day's travelling.

The whole journey from Ottawa to Coteau showed the excellency of the road in every particular. The contractor claims that its alignment, grades, curves and ballasting is

#### SECOND TO NO LINE

in the country, and his claim is, apparently, a very just one. The thorough care displayed at every point, and the minute details of management everywhere evident give a high guarantee of the safety of the trains running on the road.

Although the party did not proceed beyond Coteau, the line is rapidly extending beyond the river. The total distance to be done is some 53 miles, of which about one-third is finished and in working order. Altogether, in a few months, the Canada Atlantic Railway will be completed, and will present a means of travel, in excellence of permanent way, in convenience of roadbed, in power of engines, and in general efficiency, equal to anything on the continent.

The highest grade on the line going westward is only 39 feet to the mile, going east only 29. The great bulk of traffic being eastward bound, the heavier grades will be easily ascended by the empty cars, and a speedy and cheap method of freight transit is provided for the Ottawa shippers, and one which cannot fail to largely increase our trade.

18/05/1883 *Renfrew Mercury*

*Belleville*

*Perth*

The capacity of the Perth carchops with the present complement of hands, 250, is about five flat cars per day. The company are building just now a workman's train for Mr. Worthington, of the Nipissing Extension. This comprises a store car, sleeping cars, kitchen and dining cars. These were designed by Mr. George Little, manager and are capable of adaptation for the purpose required.

18/05/1883 *Renfrew Mercury*

*Kingston (CP)*

It is stated on good authority that the contractors have received permission to go on with the work of construction as far as Reid's Mills. From this it is pretty evident that the railway will enter the village by the lower route. It is hardly probable that the road will be finished before this time next year.

## Changing the Tracks

To-day the Superintendent of the Kingston & Pembroke RR. was supervising the removal of the old turn table near the Tete du Pont barracks and changing the tracks so that the shunting of trains will be done away with at that point and the people of Pittsburg have no further grievances to ventilate.

28/05/1883 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The work of laying the branch line of the Canada Atlantic Railway from the station on Elgin street around the western end of the city too the Chaudiere is progressing with great rapidity, a large force being employed.

30/05/1883 *Ottawa Citizen* *Canada Atlantic*

Annual meeting.

Coteau to Casselman opened 1 Jan 1883. Opened throughout between Ottawa and Coteau on 1 November 1883.

Arrangements with Grand Trunk.

Several villages have sprung up along the route.

Line well built.

Elgin Street to Chaudiere expected to be completed by middle of August next.

30/05/1883 *Brockville Recorder* *Kingston (CN)* *Brockville*

Various stories have been told of dogs stealing rides upon (railway) cars. This morning, Conductor Murray and his brakeman experienced a case of this nature on their trip from Belleville eastward. A small dog was found lying on the truck under a car. The little cur, when the train came to a stop, would jump from its perch, but refused to be caught. When the train was ready to start, it took its place until reaching Kingston, when it jumped off and made its way as fast as it could run towards the city where its home no doubt was. How the dog managed to find such a location for its : journey is not known, and although every device was tried to secure it, and place it in the conductor's vans all means tried failed to secure this object. (Branchline).

30/05/1883 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The construction of the branch line of the Canada Atlantic Railway between Elgin Street and the Chaudiere piling grounds is being shoved rapidly ahead and a large force of men engaged on the work. It will be completed and opened for traffic at the earliest moment possible.

01/06/1883 *Ottawa Free Press* *Belleville* *Perth*

On Thursday last tracklaying was commenced at the Perth station, and at noon on Monday the creek at Wrathall's, about two miles out, was reached. The iron bridge will probably be completed today, when tracklaying will be resumed and the first engine will enter Bathurst. Three flat cars are being fitted up as boarding and dining cars for the tracklayers. The distance from Perth to Sharbot Lake will be about twenty-eight miles by rail and the track will be finished to the K. & P. by about the first of July. Ballast will be brought from the Sharbot Lake end of the line. -- Perth Courier.

02/06/1883 *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

The Canada Atlantic Railway Company are making extensive additions to their station buildings on Elgin Street. One hundred and fifty feet will be added to the main freight shed and a building for the storage of eggs for transportation and an office for the customs officer are in course of erection.

07/06/1883 *The Equity, Bryson* *Pontiac & Pacific Junction*

## RAILWAY TIES

For two or three days this week a quantity of timber intended for railway ties came floating down the river past this village, and as there were no marks upon it to indicate that it belonged to anyone in particular, the members of "Bryson Flood wood Association" (not limited) - who always have a sharp eye to business - speedily secured a lot of it to shore. On enquiry, however, it was ascertained that the timber had been set afloat at Lapass for some individual who had made it for the P.P.J. Railway, and was trusting the current for its safe delivery at the Scheneaux boom; from whence he would take it to the required point on the line. When this became known, and not wishing to impede the progress of our railway in any manner, the "Association" at once set the ties adrift, in order that they might reach their destination in time to be used in the "first laying" by the contractors. Yet it is possible, as far as gathering driftwood is concerned, the virtue of honesty may exclusively belong to the Bryson "association" and if this notice should come under the eye of our enterprising, but in an measure too confiding tie manufacturer, we would advise him to watch his interests more closely and have his material marked, otherwise he will awake to the painful reality of its having mysteriously disappeared.

## OUR RAILWAY

We people of Pontiac have been hitherto sadly deceived in railway matters, and now we find ourselves in the month of June and no work going on. Only a short time ago we were told that the money was raised and that the work would be pushed vigorously to completion. Now we are told that the contractor failed in floating a loan in England. The latter report, we fear, is only too true.

Since writing the above rumors from the lower end of the county, that work on the Pontiac railway is to be resumed immediately, were floating around here. The approaching county council meeting is, perhaps, the cause of these rumors. In the meantime, the council will act wisely in deferring the levying of the railway rate for at least another three months.

08/06/1883 *Ottawa Free Press* *Maniwaki*

It is said the work of construction on the Gatineau Valley Railway will begin in about ten days.

08/06/1883 *Brockville Recorder* *Kingston (CN)* *Brockville*

Sixteen full car loads of emigrants passed through here yesterday going west, while a large number destined for points out north got off here. The latter party took possession of the second class waiting room at the depot and remained there until this morning? sleeping last night on the floor and benches. The room presented a curious sight during its occupancy. The poor creatures being huddled in like sheep and lying about the floor in groups. They were principally German. (Branchline).

12/06/1883 *Brockville Recorder* *Kingston (CN)* *Brockville*

About 25 Italians came across the river at noon today and went west this afternoon. They have been engaged as laborers on some of the Kingston and Pembroke railway contracts near Sharbot Lake. (Branchline).

15/06/1883 *Renfrew Mercury* *Chaudiere*

Recently, when working on the Canada Atlantic Railway cut through Mount Sherwood, a horse suddenly sank in the bed of the road. The animal floundered about, but got lower with every effort he made, and a dozen men with planks and a span of horses had all they could do to save him. The horse had got into a quicksand, of which there are several in the cutting immediately between solid rocks.

15/06/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

A semaphore to be operated from the station for signalling the engine drivers has been erected at the railway crossing on Argyle street.

**21/06/1883    The Equity, Bryson                    Maniwaki**

The Gatineau Valley Railway has been given to Messrs. Large & Co. and the subcontractors for the construction are three Norwich, Ontario, men - Messrs. Donald, Jones and Bray. Mr. Ryan of Perth is their surety and the price is said to be \$16,000 per mile. Thirty miles are to be completed this year, the rails for which are ordered by Messrs. Cox and Green of Montreal.

**23/06/1883    Ottawa Citizen                                    Kingston (CN)                                    Brockville**

The GTR express going west met with a serious accident at the semaphore just west of the Augusta Road. It seems that after the engine had passed the rather sharp curve the track spread and a number of cars were thrown from the rails. The tender went off and the express car pitched down the embankment on the north side and was smashed. The express messenger, whose name is Edward Allen, had just turned the lock of the safe as the accident happened and fortunately escaped any injury. His cap was taken off and laid on one of the trunks, his head narrowly escaped being crushed, being protected from the roof of the car by a big trunk to the presence of which he undoubtedly owes his life. The second car, containing baggage, had the trucks broken from under it. It struck the express car and knocked the end off from it and dashed into the field nearly at right angles to the first. A baggage man named Baggarette and a brakeman were in the car at the time and both escaped with slight injuries. Bagarette had a number of trunks piled on him, but was only slightly bruised about the chest. The two cars were pitched into the field, the expresse turning end for end, the baggage car over the end of it, and landing at right angles to the track. The post office car went off on the south side and ran into the bank which rises about 4 feet there and turned more than half way over. The mail clerk was not hurt, and to beyond some scratches on the side of the car it escaped pretty well. The next was a first-class carriage, and it was tipped partly over to the south side. The car following it also left the track. The Pullman only left the track but was not injured, and the dining car did not leave the rails. The only passengers who complained of being hurt was an old lady named Jane Friar, who belongs to Delta. Her injuries were chiefly from the shock and consequent fright. Dr. Moore, one of the company's surgeons, hastened to the scene of the accident and did what was required and ascertaining the injuries of those injured. A train was immediately dispatched from Brockville to the scene of the accident, and the passengers were brought to the station. The work of clearing the track then begun and vigorously carried on under the direction of Messrs. Robb, McGovern and Minnish. The almost miraculous escape of the passengers and the train hands was undoubtedly due to the Westinghouse air brake and to the great strength of the cars.

**23/06/1883    Brockville Recorder                            Kingston (CN)                                    Brockville**

An unusual press of matter upon our columns yesterday prevented the announcement of an accident in the Grand Trunk which, although not productive of loss of life, was nevertheless one of the most appalling nature. Workers putting in new ties just a few rods from the North Augusta Road crossing had not spiked two rail lengths when the western bound express was due. Just east of the point indicated the road takes a strong curve and this prevented the express from being flagged down. The men had barely time to leap to safety when the engine glided over the spot in safety but the tender, the express, baggage, two second class, two first class, the Pullman and one end of the dining car left the rails. William Guyotte, the baggageman, was somewhat crushed by a heavy trunk but was not dangerously injured. Edward Alien, express messenger, crawled out of a small mound of debris, almost scathless. One old lady passenger was somewhat shaken up but this constituted the list of injuries. (Branchline).

**24/06/1883    Brockville Recorder                            Kingston (CN)                                    Lyn**

Mr. McGovern of the G.T.R. requires forty men at once on the double track on the G.T.R. to whom \$1.35 per day will be paid and also required forty men to work at the Lyn ballast pit to fill cars. Steady work will be given from Monday next till 1st November.

**28/06/1883    The Equity, Bryson                                    New York Central**

L.M. Shute, representing a number of American Capitalists, has closed the contracts for the construction of the Ontario Pacific Railway and made arrangements to float the bonds amounting to \$12,000,000. Work will begin at once on this important line, and trains will be running over part of this valuable road by October 1st, 1883.

**28/06/1883    The Equity, Bryson                                    Pontiac & Pacific Junction                                    Aylmer**

In Aylmer - on Wednesday evening last, says The Times, a meeting of the Aylmer creditors of Mr. Perrault, the sub-contractor on the P.P.J. Railway, was called together by Mr. Armstrong, the contractor. Mr. Armstrong told them that the difficulty between himself and Mr. Perrault had not been settled and was not likely to be as Mr. Perrault was not willing to settle in any way. His lawyers were urging him to put the matter into the courts. He also said that as soon as the matter could be arranged he would do so; as for the debts contracted by Mr. Perrault he was not responsible but those contacted by his order should be paid immediately. He left the creditors in about the same position as they previously were. Great dissatisfaction is felt among them at the way they are being treated. He did not say when the work could be resumed, but it is expected to commence not later than the 1st of July.

**29/06/1883    Renfrew Mercury                                    New York Central**

Dr. Bergin, M.P. for Cornwall, was in Ottawa last week in connection with the Ontario & Pacific Railway project, for which a charter was granted last session. On Wednesday he met some American capitalists, and, it is said, arranged a basis on which they are to undertake the construction of the work and purchase the bonus of the Company. The line will run from Cornwall to Sault Ste. Marie via Ottawa, Arnprior, Eganville and the valley of the Bonnechere and, when completed, will shorten the distance to New York via Montreal 149 miles and via Brockville 84 miles.

**06/07/1883    Renfrew Mercury                                    Kingston (CP)**

Work on the Kingston and Pembroke Railway is now going on as near to the village as Reid's Mills. Messrs. Albaugh & Bannerman began work there this week; not, however, to come on from that point to Renfrew, but to meet the line as it progresses from Calabogie. From this it appears that the location of the route has finally been fixed. It will strike from Reid's Mills past Mr. D Farquharson's place, and thence will strike the Bonnechere between the gully and the Bonnechere bridges.

**12/07/1883    Kingston Daily British Whi                                    Belleville                                    Sharbot Lake**

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

**12/07/1883    Kingston Daily British Whi                                    Belleville**

#### General Items

Fifty Italian labourers were sent by Messrs. Scobell & Co. to Kingston yesterday for work on the Ontario & Quebec RR. north of this. Large numbers are being sent to intermediate points along the line. The work of construction is reported as being pushed forward rapidly.

**12/07/1883    Ottawa Citizen                                    Chaudiere                                    Chaudiere**

Rapid progress is being made with the extension of the Canada Atlantic Railway to the Richmond Road. A large number of men are now employed in grading the road near Martin's Mill.

**16/07/1883    Ottawa Free Press                                    Carleton Place                                    Carleton Place**

Mr. Burgess, C.P.R. restaurateur, has had a neat electric bell in the shape of a horse shoe placed over the entrance to his restaurant at Carleton Place Junction, and a similar one will be placed over the entrance to the Union Station restaurant. The bell rings from the time the train arrives until it departs.

**17/07/1883   Ottawa Free Press   Chaudiere   Chaudiere**

The Chaudiere Extension of the Canada Atlantic Railway is being pushed rapidly forward. Yesterday they arranged for taking two lots from Mr. Dalglish, next his match factory on the Richmond Road. The line will pass just alongside the factory, but not touch it.

**19/07/1883   The Equity, Bryson   Pontiac & Pacific Junction**

Ties for the Pontiac Railway are still being made in Onslow.

**19/07/1883   The Equity, Bryson   New York Central**

The Ontario Pacific Railway Company intend asking Ottawa for a bonus of \$50,000 out of consideration of their deflecting their line so as to run in close proximity with the city.

**21/07/1883   Ottawa Free Press   Maniwaki**

Mr. Sypher of Philadelphia, representing American capitalists in the Gatineau Valley Railway, is completing arrangements for the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. The contract price is about \$1,400 [sic] per mile.

**26/07/1883   The Equity, Bryson   Maniwaki**

Mr. Sypher, of Philadelphia, representing American capitalists who are interested in the Gatineau Valley Railway, has arrived in Ottawa to complete the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. Tenders for the construction of the Ottawa Colonization Railway will also be called for shortly. The contract price for the Gatineau Road is about \$14,000 per mile, or over \$2,000 more than Mr. Vernon Smith's estimate. The contractors are backed by Mr. Hugh Ryan of Perth.

**26/07/1883   Ottawa Free Press   Canada Atlantic**

Description of a journey over the line, country etc.

**27/07/1883   Renfrew Mercury   Belleville   Perth car shop**

The C.P.R. Company are about to build a number of tenement homes for their car shop employees at Perth. At present they will erect twelve double houses, frame, and of a neat style of architecture.

Perth folks intend to celebrate the opening of the Ontario & Quebec Railway between their town and the K. & P.R. at Sharbot Lake. The rails are expected to be laid by August 1st. Over 600 men are at work on the line.

**30/07/1883   Ottawa Free Press   Pontiac & Pacific Junction**

The Pontiac Railway enterprise is just now at a very low ebb. The Pembroke Observer says "work on the line has long since ceased, and the managers, doing nothing for its resuscitation. Such a state of affairs is most unfortunate for this section. The construction of the road would not fail to prove a great public benefit, and everybody hereabouts deplores the delay. We understand there is just now a deadlock among the management as to the future conduct of the road. It is said that the minority on the Board are willing to risk a little and go on, but they are unable to do anything, because of the timorous opposition of the adverse majority."

**02/08/1883   Ottawa Free Press   Chalk River   Carleton Place**

Mr. Pittaway, of Pittaway & Jarvis photographers, left this morning for Carleton Place to photograph a locomotive which has just been repaired in the workshops there.

**02/08/1883   Ottawa Free Press   Canada Atlantic   locomotive**

Engine No. 4 of the Canada Atlantic Railway is having new leading and trailing driving wheels put in. The wheels are 5 foot 6 inches in diameter and no doubt will be a great advantage to the engine, the former ones being 5 feet 2 inches.

**10/08/1883   Ottawa Free Press   Ottawa City Passenger**

Mr. Anderson of the Street Railway Company, is the inventor of a portable track for use when the railway is under repair. It seems to be an excellent idea, its chief feature being that it will dispense entirely with night work. Mr. Anderson intends to apply for a patent.

**10/08/1883   Renfrew Mercury   Belleville   Perth**

Perth Town Council has given a grant of \$250 to aid the celebration of the opening of the Ontario & Quebec Railway into Perth.

**14/08/1883   Ottawa Free Press   Canada Atlantic   locomotive**

No. 2 engine, which took the special passenger train over the Canada Atlantic Railway on Saturday made a very fast run, covering the 78 miles in one hour and forty-eight minutes, stopping twice on the road for water and running slow through all the station yards. Mr. Panghar, the engineer, says he could have made the distance quicker, but it was not necessary. The cylinder of the engine is only 15x22, while the driving wheels are only 5 feet in diameter. This speaks well for the road which must be well graded and ballasted.

**14/08/1883   Ottawa Free Press   Chaudiere   Chaudiere**

A Free Press reporter went over the Western extension of the Canada Atlantic Railway yesterday, and found that the new line will be completed in two or three days. The work of construction is being rapidly pushed forward by the contractors, Messrs. Brown & Wilkes, who have a large number of men employed. After leaving Elgin street station, the road strikes due west, running through the property of McLeod Stewart, where there is an earth cutting of about three hundred yards. Then it strikes the level again and continues on to Mount Sherwood, where a very extensive rock cutting met the eye of the reporter. The cutting is about sixteen feet deep, the length of which can be determined from the fact that there are two overhead bridges built across the cutting, the first one crossing the cutting at the foot of Sherwood street, and is one hundred and six feet across. The other bridge crosses the cutting at Bell street, and is sixty-four feet in length. The bridges are very substantial and were built by Mr. William Palen, who has the contract for all the wood work connected with the extension. The work of laying the track was done by Mr. Logan, under the supervision of Mr. G.W. Lampman, chief engineer. After leaving the last named bridge the road proceeds and crosses the main road which leads to Rochesterville where strong iron bridges have been built. The structure is worthy of attention, the plating and riveting being the work of experienced hands. On leaving this point there is a filling of about three hundred yards of an average depth of sixteen feet. The road then proceeds to Rochesterville passing within three hundred feet of the Dam. The land along the line up to this point is well cultivated and well inhabited. There will be two more overhead bridges built, the lumber and material being now on the ground. The road has been surveyed to the lumber yards on the Chaudiere where the company are putting in side tracks for the accommodation of lumber dealers. There will also be a siding put in on the west side of Preston street, where a shunting engine will be kept for the purpose of taking the loaded cars to the yard at Elgin street, where the regular trains will be made up. Mr. Winnie, the General Passenger and Freight Agent, informed this reporter that a lumber train would be put on this week. The extension will be of great advantage to the public as well as the company. On the ultimate completion of the extension there will be two more regular trains put on the road, in order to have no delay in forwarding the lumber and other freight. The surveyors were engaged on Queen street, Chaudiere today, and negotiations are in progress for the purchase of the residence of Dr. Malloch, on the Richmond road, near the St. L. & O. Railway crossing. It is proposed to have the C.A.R. extension cross the Richmond road at the residence mentioned.



**17/08/1883 Brockville Recorder Brockville Brockville**

Yesterday afternoon some evil disposed boys clambered to the top of a car comprising part of a CPR freight train, which stood on the siding north of the junction, and loosened the brakes. In consequence, the whole train was started down the grade and ran over the switch, nearly telescoping the operator's office at the freight shed and causing a delay of several minutes to the incoming express.

**17/08/1883 Renfrew Mercury Kingston (CP) Sharbot Lake**

The Kingston & Pembroke Railway have received \$11,000 from the O. & Q. Railway for the right to cross the dry [sic] way at Sharbot Lake.

**18/08/1883 Brockville Recorder Kingston (CN) Brockville**

Don't fail to take in the cheap excursion, via Grand Trunk Railway to Toronto and Niagara Falls on the 21st. The fare from Brockville to Toronto and back is only \$3.75: to the Falls and back, \$4.75. Passengers have their choice of routes from Toronto, either the popular GWR diversion to Hamilton and Falls, or the magnificent floating palace Chicora across, the lake. This is the cheapest and best excursion of the season. G.T. Fulford will supply tickets and information.

**23/08/1883 Ottawa Citizen Canada Atlantic**

Canada Atlantic

The afternoon express of the above railway ran the distance from Montreal to Ottawa this afternoon in the remarkable short time of two hours and twenty-eight minutes. General Manager Linsley was on board from Alexandria to this city. The road is in first class condition and the time in which the fast express trains each way are now run under the new arrangement is the fastest made by any railway on this continent, with the exception of the lightning express between New York and Philadelphia on the Pennsylvania Railway.

**23/08/1883 The Equity, Bryson Maniwaki**

The work on the Gatineau Valley will be in full blast about the latter end of next week. The contractors are getting their plant together and by that time will be ready to commence operations with a large force of men.

**23/08/1883 The Equity, Bryson Pontiac & Pacific Junction Bissets Creek**

Terrible Fatal Accident.

Near Bissets Creek on Wednesday last, while the ballast train was drawing logs for the repair of the road, an accident which may result fatally occurred. It appears that the conductor of the train, Mr. James Mulvahill was seated on the tender, when the side stakes of the car behind him gave way and one of the logs fell to the ground. The forward end of the log struck the ground first, and the rapid motion of the train caused it to upend, and it fell upon Mr. Mulvahill inflicting a terrible wound in the right leg immediately above the knee and also lacerating the fingers of the right hand. The shock, of course, knocked him off the train, where he lay until some few minutes afterwards on the other train hands looking out to see if any more logs were loose or flying. He was conveyed as promptly as possible to town, there the injured limb and fingers were amputated at the Pembroke Hospital by Drs. Dickson and Irwin. Faint hopes are entertained of his recovery, as it is feared he is also injured internally. Mulvahill comes from Prescott where his mother and sister reside. He comes of a most unfortunate family, as it is said his father was killed in a railway smash-up, and his brother, a conductor on the old St. Lawrence & Ottawa Railway, broke his neck by falling off a train. Later: the unfortunate young man died at 9:30 Friday morning last.

**24/08/1883 Renfrew Mercury Belleville**

The Perth Courier gives the following railway items:- The track between Perth and Smith's Falls is soon to be levelled and readjusted and laid with steel rails preparatory to constituting the Perth branch of the main line between Smiths Falls and Toronto. Workmen are now preparing to lay rails on the Ontario & Quebec Railway across the narrows at Sharbot Lake. A solid wall of cut stone has been built, which will form the support for a neat and substantial iron bridge. The K. & P.R. track will be shifted next week, and the rails between Perth and Sharbot Lake will be laid in a few days. One side of the iron bridge for the Fall River crossing has arrived at the station on three cars. Work is somewhat delayed beyond Fall River by a sink hole at the 9th concession of South Sherbrooke, which has so far greedily taken in all the filling the men could supply, and like Oliver Twist still asks for more. The track is laid across this slough, but the track sinks slowly but constantly down until it is two or three feet under mud or water. Of course, the hole will be filled up sooner or later, but at present it is an impediment to rapid progress. The Kingston and Pembroke Railway had similar trouble spots in the line, and we understand one is not altogether cured yet. In fact, the Company think of changing the line at that point so as to avoid the ever-recurring sinking of the roadbed.

**24/08/1883 Ottawa Free Press Carleton Place Chaudiere**

The C.P.R. roundhouse at the Union Station is fast nearing completion.

**28/08/1883 Ottawa Free Press Maniwaki**

A Free Press Reporter visited the works.

**28/08/1883 Ottawa Free Press Canada Atlantic**

Two magnificent first class cars have been added to the C.A.R. rolling stock.

**30/08/1883 The Equity, Bryson Maniwaki**

Railway ties are being brought down the Gatineau river and shipped east in large quantities. The region has an almost inexhaustible supply of timber suitable for ties.

**30/08/1883 Kingston Daily British Whi Belleville**

About one hundred olive skinned natives (Italians) are now working on the O. & Q. RR.

**06/09/1883 The Equity, Bryson Pontiac & Pacific Junction**

Our Railway What's the Matter with It? Long editorial.

- By-law \$100,000 bond issue rejected by ratepayers.

- No definition of route or where it would cross the Ottawa river.

- Not one mile of road constructed in the county, the route defined for some five or six miles through the lower end, work at a stand still.

- At a meeting of council in June, Armstrong said work of construction would be resumed three weeks from that date - here we are in September and not a shovelful of earth has been raised by the company.

- Either get on with the work or relinquish the charter.

**06/09/1883 The Equity, Bryson Pontiac & Pacific Junction**

Is it true that the Pontiac Pacific Railway company were offered \$100,000 for their charter and wanted \$200,000, as is currently reported?

Is it true that the President of the Pontiac Pacific Junction Railway Company sent a boy to England on a man's errand, and that he stopped at Father Point or New York?

**06/09/1883    The Equity, Bryson            Maniwaki**

A Free Press reporter visited the Gatineau Valley Railway works yesterday for the purpose of ascertaining what progress has been made since work was begun a week ago, and other matters connected with the new enterprise. From present indications the road will be completed before the stipulated time. The section from Hull to beyond Chelsea will be ready for rails by December, and all through the winter will be pushed on as vigorously as can be. So far the works are confined to the Hall Farm, (on which are situated the offices of the company), the Church and the Brighton properties but in a few days gangs of men will be sent to Ironsides and Chelsea. Even now eighty men and about twelve teams of horses are at work on the Hull section. The contractors are constantly reinforcing their gangs, which are composed chiefly of Italians and Swedes. These aliens, it must be remarked, are the very best workers and give entire satisfaction to their employers in every case, but they will not bear tampering with, and though quite inoffensive are, at the same time, very resentful. They dig and delve untiringly and seem to give no thought to personal comfort or delights of any kind. A strange characteristic of the Italian is his distrust of any other nationalities. This he carries to such a degree that he will not board in the same house with others than his own countrymen. This rule is carried out inevitably, and every Italian is the purchaser of his own supplies. The contractors think the country so far easy working, and anticipate little trouble in breaking and opening it up. As indicated in these columns before the contractors, who have engaged to build the entire line are carrying out their work in the most systematic and business like manner. Their experience in railroading is extensive and varied, so varied indeed that their operations have not been confined to any one section of the continent. Mr. MacDonnell [sic] has been engaged in railroading in New York, Wisconsin and other States of the Union, and has had large contracts on the C.P.R. and the Ontario and Quebec. Mr. Bray is an engineer of fourteen year's standing, who has seen work in Mexico and on the Canada Southern, Hamilton and North Western, Credit Valley, Detroit, Marquette and Mackinac, Ontario and Quebec and other roads, as a survey and construction engineer. When completed it will be a good, substantial, though cheaply constructed road. Of course the needs of the country it is intended to open up do not demand just yet a first class line, sumptuously fitted out and well equipped as to its rolling stock. But this will be something better than the ordinary colonization road.

**07/09/1883    Renfrew Mercury            Chalk River                    Almonte**

Archer Baker Esq., General Superintendent of the Eastern Division, C.P.R., and a number of other officials lately visited Almonte with a view to locate the new railway station. After an exhaustive survey of the whole property, it was decided to erect the new station on the site of the present one, but bringing the front of the building out to the edge of the present platform, which will necessitate the removal of the present inner switch to the other side, so that all passenger trains will arrive and depart from what is now the main line.

**07/09/1883    Renfrew Mercury            Chalk River                    Renfrew**

It is said that there is to be a new Railway station at Renfrew, as well as at Almonte; but it has been talked of for so long, that some people will not believe that there will be a more conveniently situated station here until they see it. Some changes have, however, already taken place. A new siding, which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved further back; the platform in front of the freight shed is being taken down and the remnant of the long shed which was put up by Mr. Halpenny has been leveled to the ground. Also in The Equity, Bryson, September 13.

**13/09/1883    The Equity, Bryson            Chalk River                    Renfrew**

It is said that there is to be a new railway station at Renfrew as well as Almonte; but it has been talked of so long, that some people will not believe that there will ever be a conveniently situated station here until they see it. Some changes have, however, already taken place. The new siding which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved back; the platform in front of the freight department is being torn down; and the remnant of the long shed which was put up by Mr. Halpenny has been levelled to the ground.

**13/09/1883    The Equity, Bryson            Pontiac & Pacific Junction**

Mr. Church and the Railway - long editorial commenting on last weeks editorial. Derogatory comments about Mr. Church.

**14/09/1883    Renfrew Mercury            Kingston (CP)**

A Kingston despatch of the 11th inst., says it is rumored in the city that the C.P.R. have leased the K. & P. Railway for 99 years now that the Ontario and Quebec Railway is open to Perth. It is remarked that if this be so, Kingston will have direct competition with the G.T.R. both east and west. But how about Pembroke and Renfrew obtaining competition?

**15/09/1883    Ottawa Free Press            Ottawa City Passenger**

Last evening at about half past seven as one of the street cars was crossing the Sappers bridge, the horses were compelled to halt owing to the heavy load. The driver cruelly urged the horses along and one of them fell. A gentleman, who was standing close by, went to the driver and made him lighten up the car.

**20/09/1883    Ottawa Free Press            Canada Atlantic                    Casselman**

The C.A.R. have moved into the new station at Casselman.

**20/09/1883    Ottawa Free Press            Ottawa City Passenger**

Yesterday a very amusing scene occurred on a street car, the principal features being an infuriated woman, an umbrella, and a good natured husband of vast proportions. The pair first attracted attention on Metcalfe street, when they were going towards the street car, the fair creature dealing her better half a dozen whacks over the head with her umbrella. He walked on apparently not heeding her, and boarded the back platform of the car. She followed and kept up the banging in great style and with increasing vigor. The driver came out and said he would not tolerate such behaviour on the car, put the woman off and drove on again, when she ran after it with her hand on the rail, still tapping her life partner on the nose with the parachute. Becoming thoroughly aroused the driver caught hold and held her while a passenger drove away for some distance and thus were the unpeaceful couple separated by force of circumstances,

**20/09/1883    The Equity, Bryson            Pontiac & Pacific Junction**

From Citizen 17 Sept 1883. Mr. Bryson is in the city. Looking for a federal subsidy --

**21/09/1883    Ottawa Free Press            Ottawa City Passenger**

Application has been made to the company controlling the Bank street road for permission to construct a street railway track from the city boundary to the Dominion Park. A private company made the application.

**21/09/1883    Renfrew Mercury            Kingston (CP)**

We learn that an unlicensed liquor shanty is in full blast near T. Carty's, on the line of the K. & P. Railway. About fourteen out of twenty workmen on W.H. MacDonald's contract were lying around drunk on Monday. If the Inspector can manage to prove a date, a case will be worked up.

Mr. White, one of the company of American contractors who have got the work of building the new railway from Cornwall to Sault Ste. Marie, was in Pembroke last week looking after the interests of the road. Mr. White is a very affable gentleman, and freely answered all queries as to the progress of the work and the intentions of the company. The line is projected to run from Cornwall via Smith's Falls direct to Eganville and hence up the valley of the Bonnechere, and will be a saving of about 140 miles over any other projected line to the Sault. Work will commence in earnest early next spring, the company having already successfully floated fourteen million dollars worth of their bonds, and Mr. White says they will undoubtedly reach Eganville next fall. The company have also a branch in prospect from Eganville to Pembroke, which Mr. White says, will certainly be built at an early date. This is the same company that have been endeavouring to get hold of the Pontiac railway. Mr. White says they are willing to pay a reasonable figure for the charter for that at present abortive enterprise, and will besides fully recompense the contractors and projectors for all actual outlay. He thinks it but a matter of time till they secure the charter, and when they do they will build it after the American fashion - that is, without delay or hesitation of any kind. Under these circumstances we are sure it will be the wish of all friends of this town, of Pontiac, and of her railway, that they should succeed in securing the work. Pembroke Observer.

Also in the Bryson Equity September 20.

26/09/1883 *Ottawa Citizen**Carleton Place**Chaudiere*

The Petrolia Oil company is putting an addition to its premises on the property of the Railway Company at the Chaudiere.

28/09/1883 *Renfrew Mercury**Belleville**Perth car shop*

Two weeks ago \$30,000 was drawn from the Bank in one day for payment of the car shops employees and of the construction party on the O. & Q. between Perth and Sharbot Lake. Perth Expositor.

28/09/1883 *Renfrew Mercury**Kingston (CP)**Calabogie*

There was some talk of a locomotive arriving at Calabogie from Kingston by this time, but we have not heard that any such interesting event has occurred yet. We wonder that some enterprising individual is not organizing excursion trips from Renfrew to Calabogie, so as to afford the people here a chance of a drive in the country and at the same time to see the railway work in progress.

29/09/1883 *Ottawa Free Press**Chaudiere**Chaudiere*

The large steam shovel that has been working at Roxborough, on the line of the Canada Atlantic Railway, will be removed up to the Chaudiere, where it will be put into use for the next two weeks.

29/09/1883 *Quebec Daily Telegraph**Canada Atlantic*

Canada Atlantic Railway

The Quebec Favorite to Ottawa

We have been invited by the Manager of the Canada Atlantic Railway to ride over their railway from Montreal to Ottawa, which is said to be much shorter than the C.P.R. from Hochelaga. We can assure Mr. Linsley, that the Canada Atlantic is favorably known by the press of Quebec, through the many courtesies extended to the Association. Those members who have already passed over the road, speak in words of praise of the whole line and go as far as to recommend the travelling public to patronize the Canada Atlantic Railway, from Montreal to Ottawa. The Montreal Witness says:- "When Sir Henry Tyler recently remarked that most people would think ten hours between Toronto and Montreal fast enough, he could hardly have known the impatient desire expressed on all sides by business men to bring the cities even closer together. "Fast trains are safe trains" has grown to be a maxim with our railway men, and as extra precautions, improved cars, engines and other service are placed upon them they become popular. While Sir Henry is thus cautious, Mr. D.C. Linsley, the manager of the Canada Atlantic, proves the utility and popularity of fast trains, and in a tabular statement recently published of relative speed of railways Canada actually takes the lead upon this continent. The Canada Atlantic does the distance between Coteau and Ottawa - some seventy-eight and four tenths miles in one hour and thirty four minutes, making three stops and giving an average speed of fifty miles an hour. On the schedule time eleven miles between Eastman's Springs and South Indian are done at the rate of a mile a minute by the fast express. This latest of our railways appears to have been constructed especially with reference to fast service, and when finished to its southern terminus, near Rouse's Point must make a revolution in the business between Ottawa and New York. It is claimed for fast service that it increases the desire for travelling, and since Canada Atlantic has been started and its competitor the Canadian Pacific also increased its speed, the business between Ottawa and Montreal has been largely increased so far as passenger traffic is concerned".

01/10/1883 *Ottawa Citizen**Canada Atlantic**Elgin Street*

Two trains of lumber per diem are now being run out from this city by the Canada Atlantic Railway. Note. Presume this is from Elgin Street depot.

03/10/1883 *Ottawa Citizen**Carleton Place**Chaudiere*

The new roundhouse above the Chaudiere will be completed in the course of about three weeks.

03/10/1883 *Ottawa Free Press**Maniwaki*

It was rumored in the city today that the work on the Gatineau Valley Railway was about to be stopped, but on a further examination it was found that the report was only partially true. It appears that there is some difficulty in regard to the paying of the men engaged on the survey, several of them having left the work. More.

04/10/1883 *Ottawa Citizen**Maniwaki*

The statement is made, evidently through misapprehension on the part of some one that the contractors are demanding \$23,000 from the Gatineau Valley Railway Company to pay their workmen. It so happens that the entire indebtedness of the company to the contractors is \$134, the estimate being paid monthly, and that amount being a supplemental sum, certified by the Chief Engineer, after the last month's estimates had been arranged. The contractors do not owe their men one dollar, having paid them regularly on the appointed pay day. The company's chief difficulty has been in securing right of way at any reasonable price. And more than this, the statement that four hundred men are out of employment in consequence of work stopping is an absolute untruth. There have never been one half that number on the line since the work commenced. The Gatineau Valley Railway, like all large enterprises, may and will have its difficulties, but its construction will continue until completion. The final location to Dessert will be finished within a short time and the locating survey commence on the Ottawa Colonization Railway through the mineral district.

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

Working on the Ontario and Quebec Railway, in the vicinity of Sharbot Lake and village of Arden, are many natives of sunny Italy. They are olive in color and peculiar in habits. They are great workers and are most frugal in their style of living, making a dollar extend farther than many men can make two go. From several gentlemen in the City Hotel yesterday we learned that the Italians live much to themselves. They do not reside in the shanties provided but camp out. Each man provides his own grub, and used neither butter, tea nor coffee. The ordinary food is bread and pork. If the bread becomes hard they soften it by pouring water over it. When they visit a store to make purchases they "beat" the storekeeper down to as low figures as possible. They dress strangely and their dialect is as queer as everything else about them. All their earnings after paying for the bare necessities of life they send to their friends and families in Italy. The postmaster at Arden is often considerably troubled in dispatching their orders. The money is sent to an Italian banker in New York and by him forwarded to the parties for whom it is intended. The men have an idea that they are only temporarily living here; that as soon as they become rich they can return to their native land and spend the balance of their days in comfort and happiness. They belong, of course, to a musical race and their nights are made melodious by guitar and violin playing. They also dance very gracefully, and with a motion most pleasing to the eye. They drink lightly, but have not become accustomed to the custom of treating. When they enter the taverns each man pays for the liquor he consumes. They all wear big boots, eights or tens, though their feet are quite small. For a time a camp of Hungarians was located at Sharbot Lake; and an inhabitant states that the people were the very opposite to the Italians being fastidious and living on the best fare they could secure. They drank Mocha coffee, sweetened with granulated sugar, eat beef and fish and such delicacies as were to be purchased. Storekeepers in the rear of the county would be pleased with such customers all the time

04/10/1883 *Kingston Daily British Whi Belleville**Sharbot Lake*05/10/1883 *Lachute Watchman**Carleton Place**Chaudiere*

A DISPUTE WITH THE CPR - The Ottawa City Council and the Canadian Pacific Railway are at loggerheads over a piece of ground used by the latter for station purposes, and which, it is alleged forms part of the streets. The company in 1868, purchased the property from John Rochester, who represented that no legal subdivision of the land had been made, and the company believing that the land had not been divided or penetrated by streets, claim consideration at the hands of Council, and ask that instead of their being required to open up Queen Street, which runs through the centre of their grounds, and would afford every opportunity for accidents, if they be allowed to open up Oregon Street, at the northerly limit of the depot. It is more than probable that some such compromise will be effected, as the opening up of Queen Street would seriously obstruct the operations of the company, who, owing to the rapid increase of business, are already cramped for yard room.

05/10/1883 *Renfrew Mercury**Kingston (CP)**Calabogie*

Travel from Renfrew west is already going by way of the Kingston & Pembroke. Mrs. Robeson, wife of Rev. J.B. Robeson, drove out to Calabogie last week to take the train there to Kingston.

05/10/1883 *Renfrew Mercury**Chalk River**Renfrew*

Workmen were last week placing new posts under the old station in order to move it back some six feet. As the new siding was so close to the building to make entrance from the front extremely inconvenient a doorway was knocked in the end. It is believed, however, that the building is only to be used as a freight shed and it is said that the new station will be brought up on freight cars, ready to be placed in position.

05/10/1883 *Ottawa Free Press**Carleton Place**Chaudiere*

The new C.P.R. roundhouse is going up fast. It is of enormous size.

09/10/1883 *Ottawa Citizen**Chaudiere**Chaudiere*

The progress on the bridges of the Chaudiere Extension of the Canada Atlantic Railway is highly creditable.

11/10/1883 *The Equity, Bryson**Pontiac & Pacific Junction*

The six questions which are published in last week's Advance in reference to the new railway company, for the members to answer, are in substance identical with those asked by Mr. Church in his reply to the resolutions of the County Council. The Advance man seems to be in direct communication with the offices of the P.P.J.R. Co.- in fact he is presumably, by appointment the mouth piece of that company. Perhaps he could tell his readers how it came about that the engine and other machinery of the company were seized the other day.

11/10/1883 *The Equity, Bryson**Pontiac & Pacific Junction*

Pontiac Pacific Junction Railway. The prospect of work being resumed this fall, says the Aylmer Times, on the above road is not at all encouraging at the present time, indeed people are asking the question, "will it ever be built?" and can get no satisfactory answer. Where the fault lies cannot be ascertained by outsiders. The contractor blames the company, the company blames the contractor, the fact appears to be there is no money any where or the P.P.J. road could be built as any other. Just now all the contractor's material, engine, cars etc. are under seizure having been attached by different creditors. Aylmer Times. Also in Renfrew Mercury October 19.

11/10/1883 *The Equity, Bryson**Maniwaki*

It appears now that the difficulties on the Gatineau Valley Railway, at least as far as the contractors were concerned, were not so serious as reported. The rumor that work was suspended gained currency from the fact that the navvies flooded the city on a rainy day last week, and made themselves more than usually conspicuous. A few days later Mr. MacIntosh had occasion to visit New York in the interests of the company, and this lent color to the rumor. It is said, by the way, that Mr. MacIntosh's mission was comparatively successful, and that he succeeded in disposing of the major portion of the stock. In the meantime, work went on, and is still going on, steadily, and the contractors themselves, as the Free Press indicated last week, have met all their appointments promptly, and assert their ability to continue to do so. Pay day comes on the fifteenth of every month, and the navvies seem to have sufficient confidence in the stability of their employers to continue to work until that date, notwithstanding the rumors that have been afloat. The progress that has been made since work was commenced is very satisfactory. The track is graded from where it will cross the C.P.R. at Hull to Mrs. Wright's farm, a distance of four and one half miles. Here is a break of less than half a mile, owing to a right of way. After this comes another stretch of a mile, which is graded through Dr. Church's property. Then another mile intervenes, with regard to which there is right of way difficulty, which is followed by another mile of graded track. It will thus be seen that nearly four miles of the track is completed and that the contractors are pushing on vigorously and determinedly, notwithstanding the drawbacks with which they have to contend. They now have about 70 men at work and would increase that force to some one hundred if they only had working room for them. As a matter of fact the company has had serious difficulties in securing the right of way and in keeping ahead of the contractors in doing this. This is the source of all of the misunderstandings with regard to the resources of the company. The company is desirous of securing the right of way without going to arbitration, which is a complicated and expensive mode of agreeing to disagree.

There is also a quote from the Citizen (4 Oct 1883) q.v.

11/10/1883 *Kingston Daily British Whi Kingston (CP)*

The K. & P. RR. brought in 70 Italians from Sharbot Lake this morning. They were ticketed by Folger & Hanley for Thunder Bay where they will work on John Ryan's contract.

**11/10/1883 Shawville Archives Pontiac & Pacific Junction**

The Pontiac Railway, according to latest reports, is nigh unto death. People are asking the question, "Will it ever be built?", and can get no satisfactory answer. The fact appears to be there is no money anywhere or the P. & P. J. road could be built as well as any other. Just now all the contractor's materials, engines, cars, etc., are under seizure, having been attached by different creditors.

**12/10/1883 Renfrew Mercury Belleville Perth car shop**

The C.P.R. are about building two snow ploughs at the Perth car shops. These will require, among other things, two pieces of oak timber twenty-one feet long and a foot square.

**12/10/1883 Renfrew Mercury Chalk River Carleton Place**

The C.P.R. are building scales, for weighting loaded cars, at Carleton Place.

**12/10/1883 Ottawa Citizen Maniwaki Hull**

Agents of the Gatineau Valley Railway are busy in the city and vicinity serving notices for the purpose of expropriating the right of way for their line. Expropriation is not to be wondered at seeing the fabulous prices being asked by some land owners for very small patches of their property. Also in the Bryson Equity on 18 October.

**16/10/1883 Ottawa Free Press Canada Atlantic Alexandria water**

The Canada Atlantic Railway have purchased 40 acres of land adjoining their station at Alexandria from the Hon. D.A. MacDonald, the consideration being \$3,000. Having found the old tank inadequate to the requirements of the large number of engines that take water at that station, the company will put up on the property a new and a larger tank which will be fed from a stream about half a mile away. There was an impression along the line at first that the company intended erecting workshops on the property in revenge for the Council of Ottawa having disputed the \$100,000 bonus.

**16/10/1883 New York Times Canada Atlantic**

Ottawa, Ontario, Oct. 15. The Governor General and Princess Louise left Ottawa by the Canada Atlantic Railway at noon to-day. They were escorted from Rideau Hall by the Princess Louise Dragoon Guards, and a guard of honor of the Governor general's foot guards were drawn up at the station, where a large crowd assembled to witness their departure. The marquis and Princess bade a kindly good-bye to many of those present. A royal salute was fired by the Ottawa Field Battery as the train moved away.

**18/10/1883 The Equity, Bryson Pontiac & Pacific Junction**

It is said that the Pontiac Pacific Junction Railway are making arrangements with Mr. O'Dell to complete their line providing they can get rid of Mr. Armstrong. We hope to see them do something this fall - Aylmer Times.

**19/10/1883 Renfrew Mercury Belleville Perth car shop**

Some seventy of the car shop employees at Perth have just been discharged. The cause is that cars can be made cheaper in the States at present. Some of the men only recently moved to Perth and they feel their dismissal at the beginning of a winter very keenly. About thirty more will be discharged.

**19/10/1883 Renfrew Mercury Chalk River Renfrew**

Cars often catch fire while running on the C.P.R. One flashed up in flames a mile or two south of Renfrew last week; and another, containing fifteen barrels of coal oil, was consumed at Cobden.

**19/10/1883 Renfrew Mercury Chalk River Almonte**

Preparations were made to move the old Almonte railway freight shed on a Sunday. The town mayor sent word that the work would not be allowed on that day, and after that those in charge did not attempt it.

The Almonte station is not going to be improved so much after all, according to the Times. Instead of a handsome new structure being erected, a second storey will be put on the present shanty. Poor prospect that, for any improvement at Renfrew.

**22/10/1883 Ottawa Citizen St. Lawrence and Ottawa Chaudiere**

The western branch of the St. Lawrence and Ottawa Railway will be reopened shortly.

**22/10/1883 Ottawa Free Press Carleton Place Chaudiere**

The new C.P. Ry. roundhouse will be finished this month.

**23/10/1883 Ottawa Citizen St. Lawrence and Ottawa**

Fifty carloads of lumber left the St. Lawrence and Ottawa Railway yards yesterday.

**26/10/1883 Renfrew Mercury Belleville Perth**

Forty-two new dwelling houses have been added to Perth this year. The Expositor estimates that, altogether, from \$65,000 to \$75,000 have been expended on building improvements during this last season.

**26/10/1883 Ottawa Citizen Carleton Place Chaudiere**

Shortly after two o'clock the old roundhouse situated on the north side of the track, was discovered to be on fire. Notwithstanding that the fire brigade was promptly on hand, it was found impossible to save the building, which was totally destroyed. Fortunately there were no locomotives in at the time, the last one having been taken out for shunting purposes just before the fire broke out. The origin of the fire is unknown. The loss is estimated at about \$3,000.

**26/10/1883 Renfrew Mercury Kingston (CP) Calabogie**

The boys on the K. & P.R. are now singing "One more River to Cross." They mean the Madawaska, to which the iron has now been laid. The crossing will soon be made. By November 1st trains will be running to the river, and ore will be brought in in large quantities. The controlling interest in the huge Calabogie mine has been purchased by Hugh Ryan of the O. & Q. R.R. A --- station is being erected at the river, which is only fourteen miles from Renfrew.

**26/10/1883 Renfrew Mercury Pontiac & Pacific Junction**

The Pontiac Advance is informed that the contractor for building the Pontiac and Pacific Junction Railway has returned from England, and that he will either finish the road to the Quio by the 1st of January or let the company take the work in hand.

**29/10/1883 Ottawa Citizen Carleton Place Chaudiere**

The new CPR roundhouse will, it is expected, be completed about the 10th of next month.

**29/10/1883 Ottawa Citizen Canada Atlantic Elgin Street**

A new freight shed is going up at the Canada Atlantic Railway station on Elgin Street.

**30/10/1883**    *Ottawa Free Press*                      *Canada Atlantic*                      *Alexandria*

The tank at Alexandria, for which the Canada Atlantic Railway purchased 40 acres of land, is being run up with great rapidity. Still the company will have difficulty in finishing it before the frost sets in. A very substantial brick engine house has been nearly completed about three acres away from the station house.

**01/11/1883**    *The Equity, Bryson*                      *Pontiac & Pacific Junction*

No move has yet been made, as far as we have heard, towards the construction of the P.P.J. Railway. Perhaps the Advance can tell us if the boy Armstrong is going to do anything.

**01/11/1883**    *Ottawa Citizen*                      *Chaudiere*                      *Chaudiere*

The branch track of the Canada Atlantic to the Chaudiere is now nearly completed.

**01/11/1883**    *The Equity, Bryson*                      *Pontiac & Pacific Junction*

Pontiac Pacific Junction Railway - Other seizures, says the Aylmer Times, have been made during the past week of the plant and materials belonging to the contractors for the construction of this unfortunate railway. It is said that quite a number of other writs are out and that it will be a scramble for first place. The betting is in favor of the lawyers at present.

**02/11/1883**    *Renfrew Mercury*                      *Belleville*                      *Perth car shop*

The oil house of the Perth car shops was on fire for a time, last week. The building is isolated, and it is about twelve feet square, covered with sheet iron to render it fireproof. But some cotton waste saturated with oil, inside the house, ignited by spontaneous combustion, and a couple of barrels of oil were consumed before the hot bright flames were quenched by the steam fire engine.

**02/11/1883**    *Renfrew Mercury*                      *Kingston (CP)*                      *Sharbot Lake*

The K. & P. and O. & Q. railways are building a fine station at the junction at Sharbot Lake

**02/11/1883**    *Perth Courier*                      *Belleville*                      *Perth*

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

**06/11/1883**    *Ottawa Citizen*                      *Chaudiere*                      *Chaudiere*

The Canada Atlantic Railway extension has now reached Broad Street.

**09/11/1883**    *Renfrew Mercury*                      *Kingston (CP)*                      *Calabogie*

We learn from the office of the Kingston and Pembroke Railway that trains will be running to Calabogie Lake early this month. When snow comes and ice forms on the Lake there will probably be considerable travel from Renfrew westward.

**10/11/1883**    *Ottawa Citizen*                      *Carleton Place*

Canadian Pacific Railway. The winter arrangement of timetable will go into effect on this road on Monday, November 13th, when the new standard time will be adopted, which is three minutes faster than Ottawa time, six minutes slower than Montreal time, by which all their trains have been run heretofore.

**13/11/1883**    *Ottawa Free Press*                      *Chaudiere*                      *Chaudiere*

The steam shovel is still working on the C.A.Ry. extension.

**15/11/1883**    *Ottawa Free Press*                      *Ottawa City Passenger*

The Street Railway resumed wheels again this morning. It takes three quarters of an hour to drive from New Edinburgh to the Chaudiere.

**15/11/1883**    *The Equity, Bryson*                      *Chalk River*

The automatic car coupler invented and patented by Mr. Chas. Devlin of Pembroke may now be called an assured success. Mr. Devling went up the line of the C.P.R. a couple of weeks ago, on the invitation of Mr. James Worthington, manager of the North American Contracting Company, and fitted his coupler to two cars so as to give a fair practical test. --

When the two cars were fitted they were found to work splendidly, coupling freely and without a hitch of any kind. They also have the advantage of being easily worked in connection with the present link and pin coupler, a fact which will render their adoption much easier than would otherwise be possible. More.

**15/11/1883**    *The Equity, Bryson*                      *Chalk River*                      *Chalk River*

The C.P.R. headquarters for the eastern division was moved from Pembroke to Chalk River on Monday last. The Chalk will be the terminal point for all freight trains down to Ottawa and up to North Bay on Lake Nipissing. The company have already erected a large brick round house for the accommodation of twelve engines, a tank. Four handsome cottages, a residence for the foreman of the works and a large boarding house. We believe it is their intention to build twenty additional cottages for employees having families and also a school house in which their children may be conveniently educated, church is also said to be among the proposed erection, but of what denomination it is not yet known.

**16/11/1883**    *Ottawa Citizen*                      *Ottawa City Passenger*

The street car company abandoned their sleighs yesterday and put back their fall busses on the route.

**16/11/1883**    *Ottawa Citizen*                      *Canada Atlantic*                      *wood*

The wood trains on the Canada Atlantic are very heavy just now. Also reported in the Ottawa Free Press, 15th November.

**17/11/1883**    *Ottawa Free Press*                      *Chaudiere*

Another ballast train is working on the C.A.R. western division. The extension, it is said,, will be completed this month.

**17/11/1883**    *Ottawa Free Press*                      *Canada Atlantic*

After today the mixed trains on the C.A.R. will be discontinued for the winter. A good many people who used to find them convenient for travel between intermediate stations will miss them much.

**22/11/1883**    *The Equity, Bryson*                      *Maniwaki*

Work on the Gatineau Valley Railway has been stopped for the present. The contractors have made good headway with grading, considering the difficulties they have had to contend with. The work of getting out ties will be regulated during the winter months, so that no time will be lost in effecting a renewal of operations in the spring.

22/11/1883 *Ottawa Free Press* *Canada Atlantic* *Alexandria*

The Canada Atlantic Railway are building a new baggage house at Alexandria station. This is indeed a great improvement as it was badly needed.

23/11/1883 *Ottawa Citizen* *Chaudiere* *Richmond Road*

The Canada Atlantic Railway are raising the sidewalks and otherwise improving the Richmond Road in the vicinity of their crossing of that thoroughfare.

23/11/1883 *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway is running the streetcars again.

23/11/1883 *Ottawa Free Press* *Ottawa City Passenger*

The street car buildings at New Edinburgh are undergoing repairs.

23/11/1883 *Ottawa Free Press* *Chaudiere*

The work of grading the new extension of the C.A.R. is rapidly progressing.

23/11/1883 *Renfrew Mercury* *Chalk River* *Chalk River*

The C.P. Railway headquarters for this division will be moved to Chalk River on Monday next. After that date the Chalk will be the terminal point for all freight trains down to Ottawa, and up to North Bay on Lake Nipissing. The company have already erected a large brick roundhouse for the accommodation of twelve engines, a tank, four handsome cottages, a residence for the foreman of the works, and a large boarding house. -- *Pembroke Observer*.

23/11/1883 *Ottawa Free Press* *Canada Atlantic* *locomotive*

The Canada Atlantic Railway has added another engine to its list.

24/11/1883 *St. Lawrence Herald, Potsd* *Ottawa, Waddington & New York*

Affairs in regard to the railroad which was to cross the St. Lawrence at Waddington are considerably stirred up. Last week it was reported that the Canadian government had, by advice of civil engineers, withdrawn the charter. This week the report is denied, though with what authority we know not. Meantime, the *Ogdensburgh Journal* gives the following report of a meeting of the shareholders of the Ottawa, Waddington and New York railway and bridge company held in the Russell House, Ottawa, November 8th. The following were elected directors: T.B. Alderson, Ottawa, president; Dr. Hickey M.P., Dundas, vice-president; W.P. Carman, New York, treasurer; A. Keefer, Ottawa, secretary and assistant treasurer; Chas. Odell, Montreal, chief engineer; J.W. Inlay, Ottawa; W. Montross, New York; Hon. R.H. Shannon, New York; and G. Dixon, New York. It is learned that the president had been between England and New York for some months in the interest of the railway, and had several interviews in both places with railway men and capitalists. Two construction companies offered to take the bonds of the company and build the road and bridge as soon as the company was organized and, unless something unforeseen arises, it is expected that the contract will be let and bonds issued as soon as the arrangements for connecting with the New York and Canada bridge company can be effected, the latter company having been chartered to construct a bridge in connection with the railway across the St. Lawrence.

26/11/1883 *Ottawa Free Press* *Canada Atlantic* *wood*

The new wood shed at the C.A.R. is completed.

27/11/1883 *Ottawa Free Press* *Ottawa City Passenger*

Talk of a new street car company, which proposed to run a line from Sparks street to Dominion Park on Bank street, has ceased.

28/11/1883 *Ottawa Free Press* *Chaudiere*

Lumber trains are being run on the new extension of the Canada Atlantic Railway, daily. The lumber merchants in the vicinity of the Chaudiere think that this is a great convenience to them.

28/11/1883 *New York Times* *New York Central*

Ottawa, November 27. Work on the Ontario and Pacific Railroad, running from Cornwall, Ontario, to Sault Ste. Marie will soon be begun. This line, which is said to be virtually a branch of the Northern Pacific, with which it connects at Sault Ste. Marie, will, with that connection, shorten the distance from the Atlantic to the Pacific about 850 miles as compared with Canadian Pacific.

29/11/1883 *Ottawa Citizen* *New York Central*

Ontario Pacific. The survey of this road which was commenced on Monday near the St. Patrick's Street bridge has been proceeded with as far as Cyrville. Fourteen men, under Mr. Soare, are employed on the survey.

29/11/1883 *Ottawa Citizen* *Chaudiere*

The new bridge over the branch of the Canada Atlantic Railway at Bayswater is nearly completed.

29/11/1883 *The Equity, Bryson* *Pontiac & Pacific Junction*

The Pontiac and Pacific Railway affairs are in status quo. It is to be hoped that work will be commenced in the spring.

30/11/1883 *Renfrew Mercury* *Kingston (CP)* *Calabogie*

The K. & P. Railway carried their first car load of iron ore from the Calabogie mine last Wednesday, 21st inst.

30/11/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

During the past week, mile posts were erected along the line of the C.P.R. from this village towards Pembroke. The miles are reckoned from Montreal; and a post planted at the first railway bridge on the side furthest from the village is numbered 190. Half mile posts are also erected. The figure board of the post is in the shape of a broad V, in order that the distance from both ends may be indicated on it. As the western side of the V. is still blank, probably the upper point from which the distance will be reckoned, has not yet been decided upon. From their dirty appearance it may be supposed that the posts have been in use before.

10/12/1883 *Ottawa Citizen* *Canada Atlantic* *locomotive*

The Canada Atlantic has put another new locomotive on its rails, which on trial trip, made over sixty miles an hour.

11/12/1883 *Ottawa Free Press* *Canada Atlantic*

Owing to the increase in the lumber shipments, the Canada Atlantic Railway has decided to put on a special lumber train.--

13/12/1883 *The Equity, Bryson* *Ottawa, Waddington & New York*

An adjourned meeting of the directors of the Ottawa, Waddington and New York Railway Company took place in the offices of the company in the Russell House block. There were present T.B. Anderson (President), Chas. E. Hickey, Hon. R.L. Shannon, Charles Odell, J.W. Inlay and A. Keefer. It was decided that the plans of the St. Lawrence and Ottawa River bridges will be placed in the company's offices, both in Ottawa and New York, within a few weeks. A meeting of the stockholders of the company will be held in the first week of January next to authorize the bonds of the company.

*13/12/1883 Ottawa Citizen Chaudiere Richmond Road*

The Canada Atlantic Railway is putting up a dry wall on each side of the track where it crosses Richmond Road. This is a decided improvement.

*13/12/1883 Ottawa Citizen Carleton Place Chaudiere*

The new round house of the Canadian Pacific Railway Company at the Chaudiere is now completed and affords accommodation for twenty locomotives and tenders.

*14/12/1883 Ottawa Citizen Ottawa City Passenger*

A few days ago the street cars put on runners but the roads yesterday after the thaw made the work too heavy for the horses. The winter cars were, in consequence, laid up, and the busses put in requisition.

*14/12/1883 Renfrew Mercury Belleville Sharbot Lake*

The sink-hole near Sharbot Lake, on the O. & Q. Railway, has again caved in. The Courier says that, unlike the other sink-holes on that line, there is no way of getting around it, and persistent filling is the only alternative.

*14/12/1883 Renfrew Mercury Kingston (CP)*

During the summer months the workmen on the construction of the K. & P.R. received \$1.50 a day of ten hours. Now they get \$1.25; and work nine hours. Some half-dozen labourers from this village walk out the three miles each morning and return at night. They think it cheaper to walk in and out and board at home, than to pay the \$3.00 a week charged by the railway boarding house.

*20/12/1883 Ottawa Citizen Aylmer branch Deschenes*

The west train on the Aylmer branch of the Canadian Pacific Railway met with an accident near the switch at Conroy's Mills, Deschenes. The passenger car ran off the track and turned over, falling down the embankment. The coupling connecting the baggage and passenger cars turned and then broke. The passengers were shook up but escaped with very slight injuries. The stove upset and set fire to some portions of the passenger car. The officials did everything in their power after the accident and the passengers speak highly of their action in promptly setting things right.

*21/12/1883 Perth Courier Belleville*

All the water tanks for different stations along the line are also being built at Perth, they being turned out at the rate of one a week.

*27/12/1883 Ottawa Citizen Canada Atlantic Elgin Street*

Rowdies are nightly infesting the Canada Atlantic station. This is no fault of the railway authorities as the loafers keep out of the jurisdiction of the station officials.

*29/12/1883 Ottawa Free Press Belleville Perth*

Ontario and Quebec Railway. Tracklaying on this road is in the following state at present: From Perth the track is laid to within ten miles of Tweed -- illegible.