

# Local Railway Items from Area Papers - 1884

**02/01/1884 Ottawa Free Press Chaudiere**

Canada Atlantic timetable advertisement. On and after Wednesday 2 January 1884 trains will leave as follows:--  
Trains leave Chaudiere Falls at 7.45 a.m. and 4.35 p.m. for Elgin street with connection to Montreal.  
In the other direction trains leave Elgin street at 12.30 p.m. and 8.10 p.m. for Chaudiere Falls.

**03/01/1884 The Equity, Bryson Pontiac Pacific Junction**

We have been informed on good authority that the ties belonging to the P.P. & J. Ry. Co. at Aylmer and Sand Point have been sold. The vice president of the company was attending to the sawing and shipping of the ties from the latter point. This coupled with the seizures which recently took place at Aylmer makes business in connection with the Pontiac's Railway very glum looking.

**04/01/1884 Almonte Gazette Carleton Place Bells Corners**

ANOTHER FATAL ACCIDENT ON THE C. P. R.- while coupling cars on a mixed train at Bell's corners on Monday morning last, conductor Chas. Wilson, of Brockville (said to be the youngest conductor on the line) met with an accident which had a fatal termination. He was jammed between two cars, and had an arm taken off and his side badly injured. He was taken to the Ottawa Protestant hospital, where everything possible was done for him, but without avail, death putting an end to his sufferings on Tuesday.

**04/01/1884 Renfrew Mercury New York Central Perth**

Ontario and Pacific Railway. Mr. A. Duffy, C.E., with his staff, namely, Messrs. C.E. McNaughton, P.K. Hyndman, R.E. O'Hanly, Joseph Haze, F. Frupp, and A.J. French, arrived at the Allen House on Wednesday afternoon on their work of surveying a line for the Ontario and Pacific from Perth eastwards towards Crysler, the point of junction with the main line running from Cornwall northward through Ottawa. Mr. Duffy is the engineer in charge of this end of the survey, and is instructed to run his line from the first line of Drummond, at the town limits, eastwards through Smith's Falls and Merrickville, to meet a party under charge of Mr. Daly, C.E. who is surveying a route in this direction from Crysler. The new line cannot be run very far from the C.P.R. route between Perth and Smith's Falls, but of course has nothing to do with that road. This is a line intended to connect Sault Ste. Marie, on Lake Superior straits, with Cornwall, and at this point called Crysler divides into two branches, one running through Ottawa and Arnprior northwesterly, and the other leading off to the left through Perth, thence northerly, probably to connect with the other line at Renfrew. This, at least, is the intention of the charter, and is now what the surveyors have in their mind's eye. The president is Dr. Bergin, M.P. Cornwall, who is apparently acting for a number of heavy capitalists, as yet unknown to the public; and we are assured that the company is in full earnest in the project and that the road will go on. In fact it is stated that the contract has already been given to a Philadelphia contractor named G.L. Shute. Mr. Duffy located part of the Canada Atlantic Railway, said to make about the fastest time of any road in America. Perth Courier.

**04/01/1884 Montreal Gazette Ottawa, Waddington & New York**

ALBANY, N.Y., January 3. - The Ottawa, Waddington & New York railway was incorporated yesterday. The road is to run from Canton to Waddington in St. Lawrence County, and thence to the St. Lawrence River, opposite Goose Neck Island. The capital is \$1,000,000.

**05/01/1884 Montreal Gazette Ottawa, Waddington & New York**

OTTAWA. January 4 - A meeting of the shareholders of the Ottawa, Waddington and N.Y. Railway, at which a large number from this district were present, has been held to give powers to the directors to place the bonds of the Company on the market.

**08/01/1884 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway Company will shortly turn out a new composite car to be run on the train between the Chaudiere Falls station and Elgin street. It will be one of the finest cars in the country.

**09/01/1884 Ottawa Free Press New York Central Perth**

The Ontario & Pacific Railway. The survey of this road is in progress near Perth. The work of construction will, it is thought, be commenced in the spring. It has been rumored that a Philadelphia man named Schule has received the contract.

**09/01/1884 Ottawa Free Press Ottawa, Waddington & New York**

Plan for the bridge over the St. Lawrence is before the Privy Council--

**09/01/1884 Toronto Daily Mail Kingston (CP) Oso**

## TRAINMEN INJURED

The Kingston and Pembroke engine Flower, which attended the wreck of the engines Caldwell and Linderman, when returning to Mississippi on Saturday night ran off the right siding at also and became badly damaged. Engineer Collins and fireman Brown had a very narrow escape from being killed, the former receiving some cuts on the head and the latter some bruises about the body and his right shoulder was put out of joint. Brown was thrown under the engine, but crawled out without getting crushed.

**09/01/1884 Toronto Daily Mail Kingston (CP) Parham**

## KILLED ON THE TRACK

Last night as a Kingston and Pembroke train was coming from Mississippi a curve was passed and a cut entered about two miles south of Parham. Here a man was seen lying on the track. The train could not be stopped and the poor fellow was knocked to one side and killed. The train was stopped and backed and the body picked up and brought to the city. Beside the man's remains was found a bag and a bottle half full of whiskey. The body is that of a man about forty years of age, stout, with gray whiskers, and long gray hair.

**10/01/1884 Montreal Gazette Ottawa, Waddington & New York**

OTTAWA, January 8. - New plans for the bridge of the Ottawa, Waddington & New York Railway over the St. Lawrence near Morrisburg, is now before the Railway Committee of the Privy Council for approval, the first plans tendered, as well as the site chosen, have been rejected by Mr. Page, the Government engineer.

**16/01/1884 Ottawa Free Press Ottawa City Passenger**

The Street Car conductors say that times are picking up. An extra car will shortly be put on.

**17/01/1884 The Equity, Bryson Chalk River Chalk River**

A good authority gives it as his opinion that the reason the Canadian Pacific Railway Company located so extensively at Chalk River was because they could procure ample station room. They own five hundred acres of land there and have laid tracks in all directions, and find their roomy yards a great convenience. Some railway men who work there moved the members of their families up a few days ago, more cottages being ready.

*17/01/1884 The Equity, Bryson New York Central*

The engineers are now busy at work surveying the line of railway from Cornwall to Sault Ste. Marie to connect with the Northern Pacific Railway. This road has been chartered to pass through Arnprior and thence up the valley of the Bonnechere through Eganville. There will also be a branch through Perth to connect with the Kingston road. A glance at the map will show the railway from Sault Ste. Marie via Arnprior to be by far the shortest from the Western States and that being the case there will not be wanting men of enterprise and capital to carry it through.

*17/01/1884 The Equity, Bryson Pontiac Pacific Junction*

The closing scene in the Pontiac, Pacific Junction Railway comedy took place on Thursday of last week when all that remained of the plant, tools etc. of Mr. Perrault, the sub-contractor came under the fatal hammer of the bailiff. Notwithstanding the storm there was a good attendance and good prices were obtained, and it is thought that by careful management the creditors may get a fraction of a cent on the dollar.

Also reported verbatim in the Ottawa Free Press 11 January and Renfrew Mercury 18 January.

Many other comments about the P. & P. J.

*18/01/1884 Almonte Gazette Chalk River Arnprior*

ANOTHER HORRIBLE ACCIDENT - on Monday last Mr. John Brown, section man on the C. P. R. between C. Place and Almonte, (who lives on 8th line Ramsay) passed through here on the train from the north in an unconscious condition - the result of a terrible accident he met with while on a snow plow that went north that morning. While passing the Waba Nurseries, near Arnprior, the right wing of the plow came in contact with the platform, some part of the machinery used in working the wings broke, and the guide wheel revolved with great force. The handles on the latter struck Mr. Brown on the head, tearing the scalp completely off and inflicting such other injuries as to cause his death, which took place at his home about midnight on Monday. Deceased leaves a widow and six young children to mourn his loss.

*18/01/1884 Renfrew Mercury Chalk River Arnprior*

The Arnprior railway station waiting room has been floored anew and the walls tinted and re-papered. From this the people there conclude that they are not to be treated to a new station, which they think the business transacted entitles them to.

*18/01/1884 Almonte Gazette Kingston (CP)*

HORRIBLE ACCIDENT - A MAN'S HEAD BLOWN OFF. - last week's Mercury tells of a terrible and fatal accident that occurred on Monday of last week, 6 miles north of Renfrew, on Chisholm, McDonald's and O'Brien's contract on the Kingston and Pembroke Railway Construction, through the mysterious and premature explosion of a charge of dynamite. Cornelius McMahon, a young man of about twenty-five years of age was engaged in "loading a hole," and while tamping the charge it exploded. As the tamping had not been finished, the charge was not confined enough to break the rock, and flew straight upwards, blowing off a part of McMahon's head, his brains being scattered a distance of twenty feet. The foreman, Jas. Murphy, who was standing nearby, was thrown some ten feet by the shock and stunned; and it was half an hour before he recovered his senses.

*24/01/1884 The Equity, Bryson Maniwaki*

O. & G.V. Railway. It is understood that Mr. Mackintosh M.P. Vice-President of the Ottawa Valley Railway [sic] is expecting some American capitalists at an early date to invest in the above road. This intelligence will be received with some satisfaction not only by the various districts along the line but by the city of Ottawa, which will benefit by the construction of the road. The contractors, Messrs. MacDonald, Bray and Jones have been exceedingly generous with the promoters, having now waited for some months without unnecessarily pushing the company for a settlement. This is all the more to their credit seeing they paid all their workmen in full when operations ceased. On their account as well as all the other parties concerned, it is to be trusted that the rumor regarding the expected capitalists will turn out to be correct.

*25/01/1884 Almonte Gazette Chalk River Almonte*

The architect who designed the new outbuildings of the C.P.R., at Almonte is surely lacking in aesthetic taste. They should have had a Southern aspect. However, according to the eternal fitness of things, they are in perfect harmony with the new depot, just about completed at a paltry cost and to the entire dissatisfaction of all the people.

*25/01/1884 Almonte Gazette Chalk River Renfrew*

The same snow plough that killed John Brown near the Arnprior station, ran off [sic] the track at Renfrew and took engine and van with it, a few hours afterwards.

*25/01/1884 Almonte Gazette Winchester Kemptville*

The surveying staff of the Ontario and Pacific R has reached Merrickville.

*31/01/1884 The Equity, Bryson Pontiac Pacific Junction*

Much comment about the failure to secure federal funding.

*31/01/1884 The Equity, Bryson Kingston (CP)*

K. & P.R. construction. A night gang are about to be placed on O'Brien's contract, on the K. & P. Railway in order to complete it in July. Over 200 men are now employed. The Calabogie cut is 3,000 feet long, 22 feet wide and 44 feet of base through the solid rock. Of the 27,000 square yards of material, 17,000 have been removed. Director McGuire in his report to the city says that the road is now actually running to Calabogie Lake, 80 miles from Kingston, and of the remaining 15 to Renfrew more than half is ready for the rails. The whole work will be completed in June. During the last two years the Company expended within the city \$200,000. Its passenger list reaches 30,000 per annum. A later dispatch from Kingston says that when the 112 miles from Kingston to Renfrew are completed the road will have cost \$20,000 per mile and the equipments \$10,000 per mile.

*05/02/1884 Montreal Gazette Ottawa, Waddington & New York*

BILLS INTRODUCED

To incorporate the Ottawa & Waddington Railroad Company.

*08/02/1884 Almonte Gazette Chalk River*

A special and a mixed were only prevented from colliding and smashing each other into atoms by the devotion of the drivers and brakemen who stuck to their posts and brought the two trains to a stand when about an acre apart. The freight mistook its orders.

AN UNENTERPRISING RAILWAY. - Mr. Peter McLaren has telegraphed to Kingston that unless he can get his provisions to the woods he will be obliged to close his shanties. The Kingston & Pembroke Railway has been snowed up nearly all winter and no trains have run to Kingston for a month. Business at Sharbot Lake is paralyzed, and in some places the people were being put on short allowance owing to the depletion of the provisions and no immediate prospect of a fresh supply. The cause of all this the gross mismanagement of the railway authorities, who apparently placed their whole trust in Providence and none in a snow plough.

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An engineer named Vennor was snowed in on the line of the Kingston & Pembroke R.R. and strange to say no one would venture to rescue him. Every man thought the unfortunate was the much abused prophet.

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K. & P.R.- the Renfrew Mercury gives the following information in reference to this road's progress: a night gang are about to be placed on O'Brien's contract on the K. & P. Railway, in order to complete it in July. Over 200 men are now employed. The Calabogie cut is 3,000 feet long, 22 feet wide, and 44 feet of base through solid rock. Of the 27,000 square yards of material, 17,000 have been removed. Director McGuire, in his report to the city, says the road is now actually running to Calabogie Lake, 89 miles from Kingston, and of the remaining 15 to Renfrew more than half is ready for rails. The whole work will be completed by June. During the last 2 years the company expended upon improvements within the city \$200,000. It's passenger list reaches 30,000 per annum. A later dispatch from Kingston says that it is estimated that when the 112 miles from Kingston to Renfrew a completed the road will have cost \$20,000 per mile and the equipments \$10,000 per mile.

09/02/1884 *Hamilton Spectator* *Ottawa, Waddington & New York*

Following bills were read a second time and referred to committee:

Mr. Hickey. An Act amending the act incorporating the Ottawa, Waddington and New York Railway and Bridge company

22/02/1884 *Almonte Gazette* *Kingston (CP)*

THE K. & P. RAILWAY. The Solon of the Kingston News says that our charges against the management of the K. & P. are too stupid to require a denial. He thinks, probably, that they are too true to permit of successful refutation, but his subserviency "to the powers that be" deters him from speaking his honest convictions. At all events, we merely re-echoed the complaints of prominent lumberman and of residents in the back townships, who should, and do, known [sic] more about the condition of affairs during the snow blockade than the man who thus dismisses their well-founded complaints with a majestic wave of the hand.

29/02/1884 *Almonte Gazette* *Chalk River* *Almonte*

THE RAILWAY STATION. - Mr Haggerty took possession of the new addition to the railway station last week. It is a decided Improvement on the old rickety, tumble - down, six by four office, and that is not saying very much for it. The painting of the waiting room was done in rather gorgeous style and the ceiling frescoed. This was considered unharmonious with the rest of the edifice, or perhaps too good for Almontet, and orders have been given by those in authority to do the work over again and give the walls a less pretentious appearance. Verily, there are some strange things done by railway officials.

03/03/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

RAILWAY COMMITTEE

Mr. Hickey brought up a bill to incorporate the Ottawa, Waddington and New York Railway and Bridge Company. He said the survey and profiles of the road have been completed. It was desired to extend the time for commencement to three years, and to six years for the completion of the road and bridge, and to increase the issue of authorized bonds. The bill was ordered to be reported after amendment.

04/03/1884 *The Equity, Bryson* *Chalk River* *Sand Point*

The C.P.R. Co. have greatly improved their buildings at Sand Point, which now presents a neat and comfortable appearance. The platforms have been extended, and some necessary improvements made for the convenience of the public.

04/03/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

THIRD READINGS

The following bills were read a third time and adopted:

To amend the act incorporating the Ottawa, Waddington and New York Railway and Bridge Co. - Mr. Hickey

07/03/1884 *Renfrew Mercury* *Chalk River* *Almonte*

The Almonte Railway Station.

Mr. Haggerty took possession of the new addition to the railway station last week. It is a decided improvement to the old rickety, tumble down, six by four office, and that is not saying very much for it. The painting of the waiting room was done in rather gorgeous style and the ceiling frescoed. This was considered unharmonious with the rest of the edifice, or perhaps too good for Almonte, and orders have been given by those in authority to do the work over again and give the walls a less pretentious appearance. Verily there are some strange things done by railway officials - Gazette.

11/03/1884 *Hamilton Spectator* *Ottawa, Waddington & New York*

OTTAWA. March 10. - Senate committee on railways, harbors and telegraph lines, in session today, passed the bill --- amending the Act incorporating the Ottawa, Waddington and New York Railway Company.

12/03/1884 *Ottawa Citizen* *Lachute*

Interesting long account of a trip between Montreal and Ottawa fighting the snow, snow drifts etc.

14/03/1884 *Almonte Gazette* *Kingston (CP)*

It is stated that as soon as spring opens, work will be commenced from the Renfrew end of the K. & P. R. and that rails will be brought over the C.P.R., and laid to Calabogie by the time the bridging there is finished.

14/03/1884 *Ottawa Free Press* *Ottawa, Waddington & New York*

Plans approved by the Privy Council.

14/03/1884 *Almonte Gazette* *Other*

The bill to incorporate the Gananoque, Perth & James Bay Railway Company passed the House of Commons on Monday.

14/03/1884 *Renfrew Mercury* *Kingston (CP)* *Kingston*

The first car of freight that has arrived at Kingston from the United States via the K. & P. Railway reached there last week. It was a car-load of coal, and it came across at Morristown, then went to Perth, then to Sharbot Lake, and finally to Kingston. Competition with the Grand Trunk has commenced in earnest.

14/03/1884 *Almonte Gazette* *Westport*

The bill incorporating the Brockville, Westport and Sault Ste. Marie Railway Co. has passed its third reading.

**14/03/1884** *Almonte Gazette* *Chalk River* *Carleton Place*

Bungling railway management is again exemplified by the necessity to move the new Carleton Place station to a more convenient position.

**15/03/1884** *Montreal Gazette* *Ottawa, Waddington & New York*

The plan of a bridge over the St. Lawrence by the Ottawa, Waddington & New York Railway & Bridge Company has been adopted by the Privy Council.

**27/03/1884** *The Equity, Bryson* *Pontiac Pacific Junction*

-- a portion of the line has already been graded west of Aylmer, and quite an expenditure incurred, but last summer the work had to be stopped owing to financial difficulties. --

**28/03/1884** *Renfrew Mercury* *Kingston (CP)*

The K. & P. Railway Co. have sold to the Napanee and Tamworth Railway Co. the right to build connections between the two lines.

**03/04/1884** *The Equity, Bryson* *Aylmer branch*

A Wakefield man was in Aylmer a few days ago "looking for law" when told it would cost him something he said he thought the Queen paid all law costs and that he had left his purse "at home on the Piano." As he could not get the papers without the cash he got disgusted and went over to the railroad track and took a comfortable seat between the rails to wait for the next train. The next train came along in due course and the man being noticed the whistle was blown but he kept his ground and would not get out of the way. The train was brought to a standstill within a very short distance of him and conductor Fennel and the train hands got him on board. They were rewarded with curses for not having run over him as he was tired of living in a country where the Queen wouldn't "foot the bill for law costs."

Also in the Renfrew Mercury April 11.

**04/04/1884** *Renfrew Mercury* *Chalk River* *Carleton Place*

During the removal of the Carleton Place station building to a suburb of the town, the railway and restaurant business is being transacted in a large tent.

**04/04/1884** *Almonte Gazette* *Havelock* *Maberly*

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

**04/04/1884** *Almonte Gazette* *Chalk River*

The C.P.R. Co. continue to run their timber trains on Sundays.

**04/04/1884** *Renfrew Mercury* *Winchester* *Smiths Falls*

Seventy-five men are at work preparing the yard for the Ontario and Quebec Railway at Smiths Falls. Besides a station, a round-house will be built this spring.

**04/04/1884** *Renfrew Mercury* *Chalk River*

The C.P. Railway officials are negotiating with the McNabb Council, with a view to replacing the overhead bridge at Mansfield with a level crossing.

**16/04/1884** *Ottawa Free Press* *Kingston (CP)*

Mr. O'Brien, one of the contractors on the Kingston and Pembroke Railway, is in the city. He says that the work on the new line is progressing rapidly. Grading will be finished through from Kingston to Renfrew in July, and traffic will be commenced in September. The work of filling in at Calabogie Lake is just about finished. This has been a heavy job and a large force of men have been employed day and night for some time past. The total quantity filled in was forty thousand yards. A bridge at one portion of the line near the lake was swept away by the ice this spring. The loss was about \$10,000.

**17/04/1884** *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway Company yesterday commenced to run their cars on the tracks for the first time this spring. They deserve credit for the promptitude with which they have had the tracks cleared for it was anything but pleasant to be jolted along the street in busses.

**18/04/1884** *Almonte Gazette* *Kingston (CP)*

The Dominion Government gives a grant to the Kingston & Pembroke Railway for a line from Mississiooi to Renfrew not exceeding \$48,000.

**18/04/1884** *Almonte Gazette* *New York Central*

The Ontario & Pacific Railway, Cornwall to Perth, will get a Government grant of \$262,000.

**21/04/1884** *Ottawa Citizen* *Ottawa, Waddington & New York*

Legislation of the session.

To amend the Act incorporating the Ottawa, Waddington and New York Railway and Bridge Company.

**22/04/1884** *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. April 21. - A meeting of the directors of the Ottawa, Waddington & New York Railway and Bridge Company was held today for the purpose of making some arrangements to amalgamate the Canada and American Companies. Mr. Anderson, president of the company, was here from New York, and attended the meeting.

**24/04/1884** *Almonte Gazette* *Kingston (CP)* *Madawaska*

On the night of Wednesday 9th inst., the Kingston & Pembroke suspension bridge which spanned the Madawaska river, was swept away by a flood of icewhich caught in the temporary trestle work. The bridge would have been finished in a few days. The loss to the company is between \$4,000 and \$5,000.

**09/05/1884** *Almonte Gazette* *Kingston (CP)*

Caldwell's mills on the K. & P. are in fuill operation, and are doing good work. Lumber, shingles, lath and slabs are being shipped over the K. & P.R.R. constantly.

**09/05/1884** *Almonte Gazette* *Chalk River* *Arnprior*

Large quantities of lumber are being shipped by rail weekly from McLachlin Brothers, Arnprior, to Proctor & Co. of Ogdensburg, N.Y., via Brockville.

**10/05/1884** *Kingston Daily British Whi* *Belleville*

About one hundred Italians have been brought from Buffalo to work on the Ontario & Quebec RR. Construction

13/05/1884 *Ottawa Citizen* *Belleville*

Mr. W.C. Van Horne, General Manager of the CPR, accompanied by Mr. Osler, President of the Ontario and Quebec Railway, Mr. Waite, General Superintendent and Mr. R.R. Angus, proceeded to the Quebec Gate station on Saturday and inspected the first passenger locomotive which had just been turned out of the workshops on Colborne Avenue. They also witnessed the company's new sleeping car "Gatineau", which will shortly run over the Ontario and Quebec and CPR between this city and Toronto. In the evening the party left for Ottawa and yesterday ran over the Ontario and Quebec to Toronto. The special was the first through train between the Capital and Quebec City and covered the distance in a remarkably short time.

16/05/1884 *Almonte Gazette* *Chalk River* *Arnprior*

Mrs. Stanley, of Arnprior, had a narrow escape from being the victim of a serious accident at the station in that town last week. When the afternoon express from the north here, says the Chronicle, there were six or seven cars attached, and instead of running the first class coaches, which were at the rear end of the train, up to the platform to allow passengers to embark, they were left some distance up the track. Among those who had purchased first-class tickets were Mrs. Stanley and the wife and family of Mr Geo. H. Chapman, who had the misfortune to be burned out Wednesday, and who were going down to Ottawa to reside with friends until Mr. Chapman could secure another house. The ladies were obliged to go up the track some distance to get on the cars, and after some trouble Mrs. Chapman and the children were got on board, with the assistance of her husband and some of the passengers. Just as Mrs. Stanley had grasped the rail and was endeavoring to get up on the steps the conductor gave the signal to start, and the train moved off under a full head of steam. Mrs. Stanley was dragged along for some distance, but before reaching the platform some bystanders came to her assistance and rescued her from what would have been certain death, for had she been forced against the end of the platform a fatal accident would have been the result. What makes the case more aggravating is that Mrs. Stanley was left behind with the purse in which Mrs. Chapman's money was stored, and that lady was obliged to go to Ottawa without a cent in her pocket.

16/05/1884 *Renfrew Mercury* *Kingston (CP)*

Messrs. W.H. McDonald and James Watt, who have had a sub-contract on the construction of the K. & P. Railway, above Carty's, will have finished their portion of the line in about ten day's time.

16/05/1884 *Almonte Gazette* *Kingston (CP)*

An Italian working on the K.& P. Railway was carrying some kind of an explosive in his hand, and not being careful how he carried it. It went off in his hand, blowing the thumb and one finger into mere pulp.

16/05/1884 *Almonte Gazette* *Belleville*

ONTARIO AND QUEBEC RAILWAY - the new route to Toronto via Perth has been completed, and the officials who have made an examination of the road, report it to be in good order, and that it will be ready for freight in the course of two or three weeks, and for passenger traffic in July. It will open up a new line of travel to Toronto and travelers from this section will be pretty well forced to take it, as it is certain all possible difficulties will be thrown in the way of connecting with the Grand Trunk. Of this, however, we may be sure, that the time on the road will be shortened, and in all probability the comfort of passengers increased. The next move on board will be for the G. T. to get access to this district, which it will be to its interest to do quickly.

16/05/1884 *Almonte Gazette* *Belleville* *Perth*

The O. & Q. R. Co. will build a commodious station at Perth this summer. Fast express trains will be running over this line by July 1st.

19/05/1884 *Ottawa Citizen* *St. Lawrence and Ottawa* *Rideau River bridge*

The work of repairs to the St. Lawrence and Ottawa Railway bridge which was considerably damaged by the spring freshet has been completed.

19/05/1884 *Ottawa Citizen* *Carleton Place* *Chaudiere*

Preparations for the opening of through traffic.

On the first of July next the Canadian Pacific Railway will commence to run its through fast passenger train from Montreal to Toronto, preparations for which are being actively made. The T on the south side of the Ottawa, close to the iron bridge, is to be at once filled in and a connecting track laid down between the two already existing. This will enable trains from both east and west to back into the city and thus avoid the delay consequent on having to "re-make up", which is unavoidable when they are run in, engine first, as at present. On the same date, the new immigrant sleepers which were constructed at Coburg will also be put upon the route, and will no doubt prove a great boon to this class of travellers, whose accommodation in this respect has been perhaps unduly neglected. It is an indication of the general briskness of business in this section that the company has never done a larger freight business than during this season, with every prospect of it continuing so to the end. All the engines from No. 285 to No. 299, inclusive are to be put on the Ontario division of the line; most of them are there already. This section will also be equipped with several first class sleepers, second to none on this continent, and which are now in course of construction. On the portion of line between Ottawa and Montreal and phosphate trade keeps a good many cars busy, and special trains to accommodate that description of traffic are being run.

21/05/1884 *Ottawa Free Press* *Canada Atlantic*

The steam shovel which was at work on the Chaudiere track of the Canada Atlantic Railway has been taken to Alexandria.

23/05/1884 *Renfrew Mercury* *Kingston (CP)*

There is a sink-hole at Elbow Creek on the line of the K. & P. R. and recently the track sank four or five feet at that point. The hole was refilled, and trains were running the next day.

23/05/1884 *Almonte Gazette* *Chalk River* *Smiths Falls*

C.P.R.- In addition to the two sidings in progress at the "Y" two more sidings of considerable length are being laid at the present railway station. These are found necessary to accommodate the increased traffic passing over this line.

23/05/1884 *Almonte Gazette* *Chalk River* *Smiths Falls*

SMASH. - There was a smash-up Saturday two miles north of Smiths Falls. Engine 246, which had just come fresh from the shops, broke away from the train, and the train went dashing after in on the down grade and opened a great chasm in the tender, and disabled the engine.

23/05/1884 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The Kingston Whig says it is probable that a union station will be built by the C.P.R. and K.& P. at Renfrew.

It is believed that the Union station which it is reported will be built by the Canadian Pacific and the Kingston & Pembroke Railways will be in the neighbourhood of where the C.P. track is crossed by Lochiel street as a property holder there, who was about to erect a dwelling-house having been notified not to proceed, and that the Railway Companies will recompense him for all trouble and purchase the land.

29/05/1884 *Kingston Daily British Whi* *Kingston (CP)*

A number of Italians have arrived from Peterboro en route to Sharbot Lake.

29/05/1884 *Kingston Daily British Whi* *Kingston (CP)*

City and Vicinity  
Italians Camping Out

Last evening five Italians boarded a K. & P. RR. car and lit a fire in order to keep themselves warm. The watchman discovered the olive-skinned individuals and had the party arrested. This morning they were liberated, informations not having been laid and charges preferred of trespass.

## VALUABLE INVENTION.

Trial of the Baker Automatic Safety Switch Stand.

Yesterday afternoon Mr. Collingwood Schreiber, Chief Engineer of Government Railways, Mr. C. W. Spencer, Assistant Superintendent Canadian Pacific Railway, and several other gentlemen assembled at the Union Depot to witness a trial of the new "Baker Switch Stand" which has lately been put in use on the Canadian Pacific Railway. The switch stand is the invention of Mr. Archer Baker, General Superintendent of the Canadian Pacific Railway, and is constructed of steel rails in such a manner that a train cannot leave the track should the switch be misplaced. It is absolutely safe, and is said to be the cheapest to put down and maintain of any switch now used, and cannot be blocked by snow or ice. In the ordinary switch now in use on most railways the switch rail is connected with the crank of the switch and is moved by a connecting rod made of 1½ or 1 3/8 inch iron. The Baker switch is provided with an additional safeguard by a locking bar of the same dimensions as the connecting rod, which is locked automatically with a solid cast iron block, forming part of the stand itself. It is also arranged that when the switch is opened to change it on to another track it locks itself, thus preventing any accident from the carelessness of switchmen or from broken connecting rods. One of those switch stands has been in use on the Canadian Pacific Railway for about eight months and has given entire satisfaction. The switches are to be introduced into this country by the "Railway Safety Appliance Company (Limited) of Canada" Mr. J. T. Lewis, of this city, is acting as secretary pro tem. The trial proved highly satisfactory in every respect, and the company are to be congratulated upon having adopted such a safeguard against accidents.

30/05/1884

Renfrew Mercury

Kingston (CP)

Messrs. W.H. McDonald and Jas. Watt finished their contract on the K. & P.R. from Carty's road past Perreault's Lake last Thursday. The engineers gave them credit for building one of the solidest and best pieces on the line. There was a contract from the company; not a sub-contract as we stated recently.

30/05/1884

Montreal Gazette

Carleton Place

Ottawa

## RAILROAD INTELLIGENCE

Testing a safety switch.

Ottawa, May 29th. - some interest was manifested at a trial today of Cooke's patent safety switch used in conjunction with Baker's safety switch stand, which took place at the Union station, at the instance of the Railway Safety Appliance Company of Canada, in presence of a number of railway men, including Mr. Schrieber, Chief Engineer of Government Railways, and Mr. Trudeau, Deputy Minister of Railways. The invention, it is stated, has been already adopted by some of the leading railways of the Eastern States and the Canadian Pacific Railway. It consists of a combination of pieces of steel rail so arranged that should the switch be misplaced or open to an approaching train the latter will not leave the track but run on to the main line as though the switch had been properly thrown. Several trials with an engine and cars running at a high rate of speed were made over the switch thrown open for the purpose, the train, in place of leaving the track, passing over and on to the main line. The company purpose entering upon the manufacturer of their patents at once with head office at Ottawa.

01/06/1884

Brockville Recorder

Brockville

Brockville

Between 40 and 50 navvies employed on the new river extension of the Canadian Pacific struck this morning for higher wages. They were getting \$1.20 per day and demanded \$1.40. Mr. Hornick, the foreman, refused to comply with the demand and at once telegraphed to HQ for further orders. It is said the place of strikers can be filled in 24 hours with men who are willing to accept the old rates, and the work is not likely to stop for any length of time.

06/06/1884

Almonte Gazette

Chalk River

Almonte

NEW FENCE. - The C.P.R.Co. have replaced the the old rail fences along the road north of town with barbed wire. The new fences are much neater in appearance but are likely to prove a dangerous trap for wandering bovines in their nocturnal wanderings, as the wire is invisible at night and a number of cows have already been caught in it by attempting to reach the long grass inside the fence.

06/06/1884

Almonte Gazette

Chalk River

Carleton Place

An empty timber train jumped the track at C.P. the other day.

06/06/1884

Almonte Gazette

Belleville

Perth

A large pile-driver with car and engine attached is under construction at the Perth car shops.

06/06/1884

Almonte Gazette

Other

Nipissing

MR. BOOTH'S RAILWAY - Mr. J.H. Booth's new steamer made her first tripon Lake Nosbonsing on the 24th may, and about one-half of the railway being buit by him to convey timber from Lake Nipissing to Lake Nosbonsing is completed. A saw mill is also being erected at South East Bay.

06/06/1884

Almonte Gazette

Chalk River

Pakenham

STEER KILLED, - a valuable three year-old steer belonging to Mrs. Wm. Howe, had its leg cut off on Tuesday by the train at J.A. Grant's crossing. The animal was in the pasture field, and jumped out over the fence, and got on the track, and was soon left useless. They had to kill him at once.

06/06/1884

Almonte Gazette

Carleton Place

Ottawa

SAFETY APPLIANCE. - an exhibition of the working of a new appliance for the prevention of accidents on railways by missed placed switches, recently adopted by the C.P.R. Co. was made at Ottawa last week. By an ingenious arrangement of pieces of old steel rails, should the switch happen to be misplaced or wrongly thrown to an approaching train, the latter instead of running off the track and causing great damage and loss, is conducted smoothly over and on to the main line, just as though the switch had been properly placed for the purpose. Used in conjunction with this switch is a switch stand, self locking and fitted with a double rod, adding strength to the whole combination where new strength has long been required, the breaking of the switch rods owing to the great strain upon them having been hitherto a fruitful source of accident and loss. An engine and several cars were both run slowly and at a high rate of speed over the switch thrown wide open purposely, and all present were surprised to see the engine and train glide smoothly onto the main track, without so much as a jar, and apparently, without any strain on the switch itself. The introduction of the switch in conjunction with the cast iron safety stand referred to will tend to lessen considerably the loss of life and property on our railroads.

09/06/1884

Ottawa Free Press

St. Lawrence and Ottawa

Rideau River bridge

The St. L. & O. railroad bridge across the Rideau river is a very peculiar looking structure just now. It is all braced up between the piers with truss work, presumably to ensure safety of the engine, train and passengers from falling through. An iron bridge would be a good thing over the Rideau at that spot.

13/06/1884

Almonte Gazette

Westport

The scheme for the building of a railroad from Brockville to Westport and north-ward, has not gone up, as was reported.

It is reported that the men who were to build to Saut Ste. Marie have been ruined by the recent crash in the States.

13/06/1884

Almonte Gazette

Chalk River

Almonte

Two locomotives passed through here this week for use on the western end of the C.P.R.

**13/06/1884 Almonte Gazette Belleville Perth**

Steel rails have been laid on the Perth branch of the C.P.R.

**13/06/1884 Renfrew Mercury Kingston (CP) Renfrew**

Considerable portion of Mr. Carswell's field on the south side of the Canadian Pacific track between the two railway bridges, will be taken up by the Y line of the K. & P.R. - the ends of the Y each joining the C.P.R. track near the different bridges. At present the fence posts are being set up around the property thus occupied.

**13/06/1884 Perth Courier Havelock**

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

**13/06/1884 Renfrew Mercury Belleville Perth**

Workmen are now engaged in laying new steel rails on the Perth branch - that is the line between Perth and Smiths Falls.

Last week a new fence was erected in front of the Perth workshops tenement houses on Craig street, Perth, by the free labor of the workmen.

**14/06/1884 Ottawa Free Press Metropolitan Street**

It is said the new street railway company will have the rails laid in September next. Residents on the Rideau, Bank, Elgin, Nicholas and other streets are rejoicing over the prospect of having the new street cars passing their doors.

**14/06/1884 Ottawa Citizen Canada Atlantic**

The yard accommodation at the Canada Atlantic is being increased. Extra traffic demands extra accommodation and the company wants to accommodate the public.

**20/06/1884 Almonte Gazette Belleville Perth**

COLLISION ON THE O. & Q.R. - a serious collision took place between two special freight trains on the Ontario and Quebec on Friday evening, near Perth. Both trains were proceeding at a high rate of speed at the time, and without a moment's warning plunged into each other. The engines were overturned, and as the accident took place in a miry swamp, they sank to a great distance. About eleven or twelve cars were also telescoped and smashed to fragments and their contents nearly all destroyed. The engineers or firemen of both trains did not observe their predicament until too late to avert the accident, and jumped for their lives. They escaped with no serious injuries. An unknown man stealing a ride on one of the cars was found crushed to death under the wreck. The remainder of the train hands escaped unhurt. The loss will be very heavy. The accident is attributed to the wrong interpretation of orders, and owing to a curve in the thickly wooded swamp the trains did not observe each other until too late.

**20/06/1884 Ottawa Free Press Ottawa City Passenger**

Yesterday afternoon there was nearly a collision between two street cars near the corner of Bank and Sparks streets. They were proceeding at full speed in opposite directions on the same track and were not aware of each others approach owing to the building on the corner obstructing the view. The driver of a grocery wagon which stood at the corner saw the danger and shouted to the street car drivers. They put on the brakes and reined in the horses, but could not come to a standstill until the cars were so close together, just in the curve, that the horses noses touched each other.

**20/06/1884 Almonte Gazette Chalk River Carleton Place**

TRAIN DELAY. - The train due here on Tuesday at 1:45 p.m. did not arrive until about three o'clock, the delay being occasioned by an engine off the track at Carleton Place.

**20/06/1884 Almonte Gazette Lachute Papineauville**

Collision. - yesterday afternoon (Wednesday), a couple of hours after St. Paul's Church excursion train passed Papineauville on its way to Montreal, a collision occurred between a freight and a ballast train at the former place. One man was killed and four others injured. Neglect of orders on the part of the train men is said to be the cause of the accident.

**27/06/1884 Almonte Gazette Chalk River Almonte**

SLAUGHTER OF HORSES. - on Friday night last six valuable horses belonging to McLaughlin Bros., Arnprior, were killed by the timber train which goes through at night. It seems that sparks from an engine fired the fence alongside the track, and a portion of it was burned. Not having been rebuilt at once, the horses got on to the track through the opening thus made, with the results above stated. It is said that two of the horses ran along the track until they reach the crossing near Mr. J. Francis', a mile or two from Pakenham. The CPR company will probably have to fork over something like \$1,000 as payment for the animals.

CATTLE KILLED. - on Monday night last the late timber train from the north killed two cows belonging to Mrs. John Craig, Ramsay, at the crossing three or four miles north of this place.

**27/06/1884 Renfrew Mercury Pontiac Pacific Junction**

Work is again in progress on the Pontiac and Pacific Junction Railway. It has finally been decided that the Ottawa shall be crossed at Lapasse and the bridge there will cost \$300,000. Contracts are now only given out for short sections - one or two miles at a time.

**03/07/1884 The Equity, Bryson Pontiac Pacific Junction**

Last week's issue of the Aylmer Times says work has been commenced on the line of the Pontiac P.J. Railway by four or five contractors between here and the Quyon. A large gang of men arrived here Friday and were started to work on the rock cut at Hurdman's and on the bridge over the Breakenridges creek. The same paper also says that another locomotive has also been placed on the line, which is to be used for ballasting.

**04/07/1884 Almonte Gazette Chalk River Carleton Place**

ALMOST AN ACCIDENT. - on Thursday evening last, as the train which arrives here about six o'clock was leaving Carleton Place, and had just crossed the bridge, a man engaged in hauling lumber from the mill yard to the stacking ground attempted to cross the track just in front of the engine, which struck the car, demolishing it's usefulness, at any rate for a time, and dragging the horse backward some little distance, until the train came to a stand still, which it soon did, when it was found the cylinder of the engine was broken by the collision. It was a narrow escape all round, and should prove a lesson to the yardman for the future.

**04/07/1884 Renfrew Mercury Kingston (CP) Renfrew**

The Kingston Whig says:- The K. & P.R. Company will erect a round house at Renfrew, with stalls for five or six engines. It will be built on the same plan as the one here. The railroad company hope to be running trains to Renfrew by the end of September.

**04/07/1884 Renfrew Mercury Belleville**

The Ontario and Quebec Railway was to have been opened for passenger traffic by July 1st. Numerous sink holes have prevented this, however. At Kaladar, the track went down under a heavy freight train and, being raised to the grade again, went down five feet. It has since continued settling, and there is now water over the track for a distance of 200 feet in a place where trees two feet in diameter were growing before the road was built.

**05/07/1884 Brockville Times Brockville Brockville**

The wooden building which has been doing duty at the Hochelaga depot of the CPR at Montreal, is to be taken down and removed to Brockville, at which place it will be erected to answer for a general passenger station at the new west end pier. It is expected that the CPR passenger trains will, as soon as the piers are completed, be run down to the wharf and make direct connection with the Armstrong. By this movement, passengers will not have any delay here. For some time to come it is expected that the freight business will be done at the old quarters.

**07/07/1884 Ottawa Citizen Canada Atlantic**

A correspondent of the Citizen complained a few days ago that a parlour car, advertised to be connected with each train on the Canada Atlantic Railway, had been missing on several occasions. The reason was in consequence of the cars undergoing improvements. The cars will soon be running as usual.

**09/07/1884 Ottawa Citizen Lachute**

Fast time for Toronto.

A new timetable for the section of the Canadian Pacific Railway between Montreal and Toronto via Ottawa will come into effect on Monday 21st. By this new arrangement there will then be eight passenger trains between Ottawa and Montreal instead of four as at present. The time calculated for between Montreal and Toronto is twelve hours and the trains will be equipped with the best rolling stock which the company can procure. Two of the sleepers the "Quebec" and the "Peterborough" passed through here on Saturday and are as handsome and easy riding as were ever turned out of any car shops.

**09/07/1884 Ottawa Citizen Kingston (CP) Renfrew**

The Kingston and Pembroke Railway Company are at present grading their lines within the limits of the village of Renfrew. Through trains will probably be running by November next. The new line will be a great boon to the farmers and lumbermen in that district running in close proximity to some of the best lakes for fish and the best hunting grounds for deer in that country.

**09/07/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street**

A neat frame building is being erected at the union Station for the accommodation of the Dominion Express Company whose offices here will be opened shortly.

**10/07/1884 The Equity, Bryson Pontiac Pacific Junction**

Editorial - The people of this county will be glad to learn that operations have been resumed on the line of the P.P.J. Railway. According to the Aylmer Times of last week over one hundred men are now scattered along the first ten miles, putting in culverts, building small bridges and otherwise preparing the road for laying rails, which part of the work is expected to commence next week. More.

**11/07/1884 Almonte Gazette Chalk River Petawawa**

On the morning of the 2nd instant the Pettewawa station of the C.P.R was destroyed by fire. Two cars laden with plasterers' materials were also burned. The origin of the fire is unknown, but incendiarism is suspected.

**11/07/1884 Almonte Gazette Kingston (CP) Renfrew**

The K. & P.R.R. Company will erect a roundhouse at Renfrew, with stalls for five or six engines. The company hope to be running trains to Renfrew by the end of September.

**11/07/1884 Almonte Gazette Havelock**

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

**14/07/1884 Ottawa Citizen Belleville**

Ontario and Quebec about to be opened to traffic.

Montreal 12th. It is now definitely settled that if no unforeseen event occurs the Ontario and Quebec Railway, running in connection with the Canadian Pacific, will be opened for passenger traffic between Toronto and Montreal. Mr. White, General Superintendent of the new road, was in town, a few days ago arranging about connections etc. He is busily engaged combining a timetable which will probably be issued next Monday. There will be two trains each way every day between Montreal and Toronto and the all rail route between Chicago and Montreal over the Canadian Pacific system will go into effect at the same time.

**14/07/1884 Kingston Daily British Whi Kingston (CP)**

City and Vicinity

Italians on Their Muscle.

The timber drivers on the Madawaska River and the Italians engaged on the Kingston & Pembroke RR., Calabogie, had a scrimmage last week. The Italians, 23 strong, armed with bowie knives and revolvers, "cleaned out" some 50 raftsmen. The foreman of the latter had a bullet put through his hat.

**15/07/1884 Ottawa Citizen Canada Atlantic**

Parlour cars. Canada Atlantic Ry. These popular cars are now running on the trains between Ottawa and Montreal after having been renovated, re-upholstered and otherwise renewed in first class style affording to the travelling public the comforts of the drawing room.

**16/07/1884 Ottawa Citizen Canada Atlantic Casselman wood**

What a railway does,

The little village of Casselmans, which but a short time ago was almost unknown to and had little in common with Ottawa, is now brought in close contact with it by the Canada Atlantic Railway. In one particular alone Casselmans has benefited considerably by the construction of this line. For 2,500 cords of hardwood have been cut in that vicinity for use in the Ottawa market.

**17/07/1884 Kingston Daily British Whi Belleville**

Yarker Jottings

Italians have commenced to ballast the road from here to Tamworth. Mr. Rowe's gang will not reach here this week. They have erected two tents near the track for their accommodation.

**17/07/1884 Ottawa Citizen Belleville**

The new timetable will be delayed until Monday July 28th.

**17/07/1884 The Equity, Bryson Pontiac Pacific Junction**

A resident of this neighbourhood who has been at work on the line of the Pontiac Railway, says that work is being pushed ahead at a very slow pace, the difficulty seeming to be that sub contractors and laborers have no confidence in the head contractors. Parties who had executed extensive jobs on the K. & P. railway were thus wishing to undertake portions of the work, but could not make any satisfactory arrangements with the contractors as the latter wished to bind them to complete the work within some stipulated period, without in turn giving security for the payment of the same. Between the dealings of the contractors and those of the company itself there seem to be a striking analogy - all has to be given and nothing received. And this is what we are to look upon as square dealing, good faith, etc. Some people may but we can't consider it as such.



**17/07/1884 The Equity, Bryson Kingston (CN)**

The Kingston and Pembroke Railway Company are at present grading their line within the limits of the village of Renfrew. Through trains will probably be running by November next. The new line will be a great boon to the farmers and lumbermen in that district, besides running in close proximity to some of the best lakes for fish and the best hunting grounds for deer in that county.

**17/07/1884 The Equity, Bryson Chalk River Petawawa**

On the morning of the 2nd inst. The Petawawa station of the C.P.R. was destroyed by fire. Two cars of plasterers' material were also burned. The origin of the fire is unknown but incendiarism is suspected.

**18/07/1884 Ottawa Free Press Chalk River Carleton Place**

Mr. A.C. Burgess, the enterprising C.P.R. restauranter, formally opened his elegant new dining room at Carleton Place Junction last night; on which occasion he entertained a large party, composed of the leading residents of Carleton Place, and a number of people from Ottawa, at a banquet. The Guards orchestra was present and furnished the music. Dancing was indulged in until an early hour this morning.

**18/07/1884 Renfrew Mercury Kingston (CP) Renfrew**

Mr. Folger of the K. & P. Railway Company, was in town last week. In an interview with a resident, he stated that the grading of the road would be completed in two week's time, and that all the work of construction then unfinished would be the bridge at Calabogie and the cut at Curry's. It is doubtful if the rails will be laid and trains running over the entire road before November, although the company will try to get into Renfrew in time to do some of the fall trade. The Union station will be on the same lot as the C.P.R. station, but on the village side of the C.P.R. rails. The K. & P. trains will come into the station as the C.P. trains run into Brockville, on the village side of the track but not crossing the entire length of the building.

**18/07/1884 Almonte Gazette Winchester**

SMITH'S FALLS TO MONTREAL, - the engineers who were appointed by the Canadian Pacific Railway company to lay out the route of the new short line extension from Smith's Falls to Montreal have now finished their work. The road is located will run direct from Smith's Falls to a point immediately above Andrewsville, then across the Rideau river. From thence it will pass through the township of Oxford, passing about 1¼ miles south of Kemptville, whence through Mountain and Winchester townships, passing near the village of Chesterville. From there it runs through the townships of Finch and Roxborough, in which latter it passes close to Avonmore. Then through Kenyon and Lancaster townships, passing a little south of Loch Garry, and crossing the provincial boundary one mile south of Dalhousie Mills, and from there running in an almost direct line to Vaudreuil, where it will cross the Ottawa river. From the Ottawa River the road runs on the survey made from Montreal to that point about a year ago. The whole of the extension will be in almost a direct line from Smiths Falls to Montreal, and this line between Toronto and Montreal will be shorter by several miles than the present Grand Trunk route. Work will be commenced to this fall and every effort put forth to complete the road at a very early date.

**18/07/1884 Almonte Gazette Chalk River Pembroke**

ACCIDENT ON THE C.P.R. AT PEMBROKE - AN ALMONTER INJURES. - last week's Observer says: "on Wednesday afternoon a construction train, consisting of an engine, five or six cars loaded with ties, and two red vans, left town for the Government Road crossing, five miles below pembroke. The conductor had instructions to be back in town at six o'clock sharp. When the train arrived at its destination the men, of whom there were quite a number on board, proceeded to unload the ties, and they had barely completed their labors when the conductor, Mr George Ludford, (son of Mr Ludford, Almonte), glancing at his watch, observed that it was " twenty minutes to six. " a start was immediately made for town, the engine having to "back up" that distance. The men seated themselves on the flat cars to enjoy a little chat during the run into town, and all went well until the train reached the farm of Mr. Richard White, a short distance below Lower Town. At this point the men were not a little surprised to feel the cars give a vigorous heave, to hear a signal for brakes given, and on looking up they perceived the vans, which of course were in the front, standing on end. The man on the lookout had perceived that three head of cattle were lying on the track at a curve, and had given the warning for brakes, but the train could not be stopped in time to prevent a collision with the cattle. The animals were of course instantly killed, and there being no cow - catcher attached to the van, their bulky and mutilated carcasses began to work mischief to the train, which was still in motion. The cars began to work about and pile on top of one another in a lively manner, and the men prepared to jump from the train, particularly as most of the cars were by this time lying on their sides. With two exceptions the men accomplished the leap and reached the ground in safety. Geo. Ludford, in common with the other, prepared to jump from the train, but unfortunately just as he was about to make the spring, the car on which he stood gave a heave, causing him to partly lose his balance. He was therefore not able to take a "clean" jump, and the consequence was that he came heavily to the ground, breaking one of his legs above the ankle. The other man injured is a Pole, and as he is unable to speak English it is difficult to know how he feels. No bones are broken, and his injuries are very slight - a few bruises. The cars were considerably damaged, and it will cost considerable to make the repairs. Men were set to work at once to clear the track, in order that it might be ready for the passage up of the night train. The carcasses of the animals were terribly battered and cut up - indeed, one of them was almost buried in the earth. It is fortunate that so few of the men were injured, as for a time the cars waltzed around in an ominous and uncomfortable manner. Ludforth was brought home to Almonte on Monday forenoon on a stretcher. He will be able to be around again before long.

**19/07/1884 Kingston Daily British Whi Belleville**

Incidents of the Day

A party of forty Italians have arrived from Rochester. They have been engaged to work on the N. T. & Q. RR.

**19/07/1884 Ottawa Citizen Belleville Kaladar**

Toronto 18th. The swamp difficulty near Kaladar on the Ontario and Quebec Railway has at last been overcome. The bottom having been found and the road built up over it heavy construction trains are being run over the spot, which is now as solid as the other portions of the line. The road will be opened on the 28th inst.

**23/07/1884 Kingston Daily British Whi Kingston (CN)**

Low Order of Dudes

They visit the city, they hail from Brockville, and they steal a dog.

On Sunday several young men came to the city from Brockville, returning to their homes per G.T.R. Mr. G. Powers and his spaniel, which he values as much as his right arm, accompanied them to the depot in a cab. One of the party, a former Kingstonian, asked Mr. Powers for the "purp." He was refused. On reaching the depot the visitors hurriedly boarded the train. Soon after Mr. Powers missed his dog, and as the train had not gone out he boarded it, but could not find the animal. He accused one of the visitors, the man who asked him for it, of taking the dog. He denied the charge. The train rolled off and Mr. Powers was a disappointed and sorry man. On Monday he telegraphed to one of the visitors several times but received no answer. Yesterday morning he sent a friend to Brockville, who captured the dog wandering about the town and brought him home. To recover his dog cost Mr. Powers \$10, and his friends here will bide their time and may yet get even with the dudes.

**24/07/1884 The Equity, Bryson St. Lawrence and Ottawa Sussex Street**

Some days ago a brigade of canoes reached Rockcliffe under the direction of Mr. Whitman, a Hudson Bay trader. The Indians making up his party had never seen a locomotive before and when the train came into Rockcliffe they cheered and jumped wildly.

**25/07/1884 Renfrew Mercury Northern Pacific Junction Renfrew**

The Northern Pacific Junction Railway is the mane of a proposed line from Callendar to Toronto. On Monday evening, Mr. J.C. Bailey, the engineer, and a number of surveyors arrived in Renfrew and remained over until the next day. When they went on they had added a cook and some laborers to their force. Renfrew will be made the headquarters of the party for securing provisions, supplies and extra men, as they are needed.

**25/07/1884 Almonte Gazette Chalk River Carleton Place**

The new C.P.R. restaurant at C. Place, of which Mr. A.C. Burgess is proprietor was opened on Wednesday evening of this week with a grand assembly. The G.G.F.G. string band, Ottawa, furnished the music. A few from Almonte attended.

**26/07/1884 Ottawa Citizen Chaudiere Chaudiere**

The City Corporation in conjunction with the Canada Atlantic Railway Company, is doing good work in grading Broad Street in front of the railway stations. The work was decidedly needed.

**28/07/1884 Ottawa Citizen St. Lawrence and Ottawa**

Sets out a number of staff changes which include the suggestion that the St. Lawrence and Ottawa is being integrated into the CPR.

**31/07/1884 The Equity, Bryson Pontiac Pacific Junction**

P.P.J. Railway. Great progress is being made with the work on this line by the contractors Messrs. MacDonald & Co. The line for the first ten miles is nearly ready for tracklaying and the only delay will be at Breakenridges creek which will be spanned by a steel superstructure, it is now on the way here and is expected every day by the contractors. Forty-eight miles of steel rails have arrived in Montreal and are now being shipped to the works. There are now over 200 men employed. The farmers along the line are bound to stop the works if possible by asking exorbitant prices for any produce they may have for sale. As an instance \$20 per ton for hay being charged by different parties on the line to sub contractors. Messrs. Armstrong & Co. are bound not to put up with this sort of thing and have had two cars shipped them from Riviere du Loup which will cost them delivered here about what the farmers have asked for theirs. The hay arrived Monday and will be sent up the line today. Aylmer Times.

**31/07/1884 Ottawa Citizen Pontiac Pacific Junction**

Eardley Riots.

Much correspondence and comment about problems in obtaining land at a reasonable price for construction of the line.

**01/08/1884 Almonte Gazette Winchester Smiths Falls**

It is said that Smith's Falls will be the end of a division on the O. & Q.R.R. and that a round-house will shortly be built there.

**01/08/1884 Almonte Gazette Other**

Mr. Harry Spencer, chief train despatcher on the C.P.R. eastern division, has lately been promoted to the more lucrative position of Assistant Superintendent of the line between Montreal and Brockville.

**01/08/1884 Almonte Gazette Belleville Perth**

29 workmen were discharged from the Perth car-shops last week. Only 50 men are now employed.

**01/08/1884 Renfrew Mercury Belleville Perth**

Seven flat cars per day are now being turned out of the Perth car-shops.

**06/08/1884 Ottawa Free Press St. Lawrence and Ottawa**

A large force of men are at present employed effecting necessary repairs and reconstruction along the line of the St. Lawrence & Ottawa railroad.

**07/08/1884 The Equity, Bryson Pontiac Pacific Junction Eardley**

THE EARDLY RIOTS. The following communication relative to the trouble between certain land owners in Eardley and the men employed on the P. P. J. Railway appeared in the Citizen of the 31st instant :

Sir, As you have seen fit to use my name in the matter of the anticipated riot in Eardley, I may be allowed a few words of explanation. The Consolidated Railway Act of 1869 gives a railway company the right to obtain a warrant of possession of any land on the line of a railway by depositing in a chartered bank a sum at least equal to twice the amount mentioned in the notice for arbitration. This warrant is so obtained on a petition, of which ten days' notice should be given to the land owner. No such petition was ever presented and consequently no warrant ever issued. Another means of obtaining possession is by a warrant based on the award of arbitrators. On the fifth of June last work began on the railway close to the property in dispute. No notice of an intention to arbitrate was given until the 11th of July. On the 12th the land owner named his arbitrator, although the Act gives him ten days delay to do so. The contractor took no steps to have a meeting of these two arbitrators until July 26th, and then it was found they could not agree upon a third arbitrator. On the 26th of July notice was given me that application would be made to the judge for the appointment of a third arbitrator. In order to expedite matters I consented to receive notice for the next judicial day, though by the Act six clear days' notice should have been given me. While I was preparing to meet this application some seventy-five men forcibly took possession of the lot. It was through me the militia were called out not that I feared any damage to the Eardley farmers, but in order to prevent my clients and their neighbors from inflicting too severe a chastisement on the trespassers. I regret the harm done to Mr. Shirley—an estimable man, I believe—but he was not even on the railway line when assaulted, and he should have known the danger of pushing the forcible entry already begun by the contractor beyond the lice which the railway is expected to take. As to the offer of a deposit of \$600, none such was ever made. I was asked to accept of it and referred the party making it to my client. Instead of going to him this party sent a man to say I wished to see him. When he came I told him I did not wish to see him. I was on the spot during the day and I can safely say Captain Jowsey (not Towsey) did his duty, and as to the irregular conduct of his command it most have been concentrated indeed when the fact is considered that it consisted of a lame corporal and one or two privates. I do not believe that your correspondent was within four miles of the scene of action. I do not think he questioned any one but Mr. Armstrong and his employees. He had every opportunity of knowing the facts I have recited as I stood opposite him fully ten minutes without eliciting even one sign of recognition although we are acquaintances. As to the claim Mr. Armstrong makes of having had possession of the right of way two years ago, a few facts may elucidate things. Any dealings then had were had between Mr. Perrault (sub-contractor) and me, Mr. Armstrong cannot pretend to be in the rights of Perrault, seeing the protest served on him by Perrault. Perrault got permission to work (not possession) on condition the land would be paid for before fall. He failed, and my client fenced in both ends of the work done (no side fence had ever been erected), and Armstrong & Co., under a new contract entered into with the company, began operations this year. Armstrong of 1882 is not Armstrong & Co. of 1884. Perrault is at war with Armstrong. The company's name is merely used for legal purposes, as the contractor is bound provide the right of way.

As to the value of the land, I may say they take almost 11 acres leaving a strip of 10 acres inaccessible, and necessitate remodelling the farm through a breadth of one mile. The president of the road sold a neighboring farm of 100 acres of inferior land for \$4,500. As to the arrests, two of the three accused were not within three miles of Mr. Shirley when the affray took place.

In conclusion I quote Art. 407 of our Code : "No one can be compelled to give up his property except for public utility and in consideration of a just indemnity paid." I would also refer you to the English decision Reg. vs. Pearson, 5 L. R. Q. B. 237.

Yours truly, THOS P. FORAN.

Aylmer, 30th June, 1884.

**08/08/1884 Renfrew Mercury Belleville Perth**

Twenty workmen were discharged from the Perth car-shops a little more than a week ago. Only 50 men are now employed.

August 1st 1884, ten new flat cars made their way up the line of the CPR through the Ottawa Valley, being hauled by a very powerful locomotive, super-inscribed "Nosbonsing & Nipissing, J. R. Booth." At Bonfield the locomotive and cars were ferried across Lake Nosbonsing to where the railway was built.

08/08/1884 *Almonte Gazette**Havelock*

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

08/08/1884 *Renfrew Mercury**Belleville*

The Kaladar sink-hole, which has already caused so much trouble on the O. & Q. Railway, went down again last week and caused a further postponement of the opening of the road. Some folks think that the hole is bottomless, but a Kingston engineer is of the opinion that there is an underground current that carries away the gravel. Such streams have been found in other parts of the country. In time the flow of water may be checked, but the hole may be a source of annoyance for some time.

09/08/1884 *Ottawa Citizen**Pontiac Pacific Junction*

The contractors for the construction of the Pontiac Pacific Junction Railway having deposited in the Superior Court at Aylmer twice the value of the price of Mr. Jowet's(?) land, fixed by the arbitrators, Judge McDougall, yesterday, issued an order by which they can legally take possession and proceed with the work. With this end in view Mr. Shirley, Chief Engineer of the road, accompanied by Mr. Armstrong and Bailiff Flanders, proceeded up the line to carry this order into effect.

12/08/1884 *Ottawa Free Press**Pontiac Pacific Junction*

Four carloads of rails passed up the C.P.R. to Aylmer, on Saturday last for the Pontiac and Pacific Junction R.R. Track laying on the first ten miles of the new road will be completed shortly.

13/08/1884 *Ottawa Free Press**Belleville*

The Ontario & Quebec railroad, hereafter to be known as the Ontario section of the Canadian Pacific, was formally opened for passenger traffic yesterday. The new line is 199 miles in length and runs from Toronto to Perth where it joins the C.P.R. system. More

14/08/1884 *The Equity, Bryson**Chalk River**Pembroke*

The engine and cars for Mr. J.R. Booth's railway went through Pembroke on their way to their destination on 1st. Inst. They ran over the track of the C.P.R. as far as Callendar, where they were taken in charge by the crew of Mr. Booth's steamer "Nosbonsing" and conveyed across Lake Nosbonsing to the point where the railroad runs to the lake. The railroad in question is one just finished by Mr. J.R. Booth of Ottawa. It is about six miles in length, and is to be utilized in carrying the timber and saw logs which are made up the South River, across a small isthmus, as it were, into lake Nosbonsing. More

15/08/1884 *Renfrew Mercury**Chalk River**Renfrew*

The engine and ten flat cars for Mr. J.R. Booth's Nosbonsing railway went up last week. This railway is six miles in length, and will carry timber from South River to Lake Nosbonsing.

15/08/1884 *Renfrew Mercury**Chalk River**Castleford*

The Castleford railway station has been moved down the track a mile or so nearer Sand Point.

15/08/1884 *Almonte Gazette**Havelock*

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

21/08/1884 *The Equity, Bryson**Pontiac Pacific Junction*

As the progress of this line is doubtless of the utmost importance to our readers, we shall endeavour, from time to time, to put them in possession of all information in connection of same that can be gathered. According to last week's Aylmer Times, the company were put in possession of the land expropriated on the farm of John Jowsey under an order of the court, and have deposited \$808.50 in the Quebec Bank to await the results of the arbitration. Since the settlement of that difficulty work has progressed rapidly, large quantities of steel rails arriving daily. Tracklaying has commenced and the contractors expect to have the road completed to Quyon in a few weeks. The same authority says:

"There is a prospect of an early completion of the first ten miles of this road, as the company are now in possession and building the road across the properties of Messrs. Foran and Jowsey, the creditors having claims against the road under the old contract will therefore not have much longer to wait for a settlement as their just claims have to be paid out of the subsidy before the company receive a cent. Only for the miserable spirit of opposition displayed by the land owners by keeping back the road, the subsidy would have been earned and creditors paid off several weeks ago." From a gentleman employed on the road we learned that seventeen teams were put to work on a place not previously touched in the vicinity of Mr. H. McLean's about 12 miles above Aylmer. The section in question is about a mile in length, and traverses several gullies which require to be bridged. Our informant also says it is expected work will commence in the course of a week or two about two miles below Quyon village. Owing to the recent difficulty in obtaining right of way through Mr. Foran's property, it appears some 60 French Canadians who were employed on the road refused to work any longer. In consequence of this the work was considerably retarded.

Mr. Shirley, the engineer, accompanied by Mr. Heath were prospecting on Saturday last in the neighbourhood of Mr. Wm. Clarke's, with the object of discovering a more practicable route than that surveyed. It is said the great descent between this point and Mr. Hughes' is an obstacle which will prevent the adoption of this line. People living along what is known as the "back route" have great hope their line will be taken. The line which would be the means of developing our natural resources, and which would pass through as large a portion of the country as possible, is the one we would like to see chosen, because in its construction lies our surest hopes of prosperity.

21/08/1884 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

--Instructions have been issued to place the sleeper on the south track at the Union station every evening at eight o'clock, so that travellers may retire to their coaches early. The sleeper on the western express that arrives here at 4 o'clock in the morning will be shunted into the same track, and left there until nine o'clock in the morning, thus enabling the occupants to enjoy a full night's rest.

21/08/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Mr. Hurdman who owns land in the vicinity of the scene of the recent dispute on the line of the Pontiac and Pacific Railway, in giving his evidence said he sold his land to the company for \$35 an acre, and he considered that a fair compensation. His land he considered equally as valuable as that of Mr. Foran. Mr. Simard, the third arbitrator, felt that no one was better judge of the value of property than the owner who disposed of it at what he considered as a fair market value. This fact assisted the arbitrators in fixing the value of the property at \$37 an acre.

22/08/1884 *Almonte Gazette* *Chalk River* *Pembroke*

BADLY BESPATTERED. - one day last week a hand-car loaded with a quantity of groceries, several pairs of boots and thirty dozen of eggs, and propelled as usual by two men, started up the C. P. Railway track for North Bay. The articles were intended to be delivered at points along the line. All went well until the car had gone a few miles on its way, but when it was about to turn a curve the man noticed that the mixed train was in close proximity to them, and rapidly approaching. Here was a dilemma. None of the goods had been delivered, and the train was upon them. The men wisely determined to save their own lives at any rate. They accordingly jumped from the car, and not a moment too soon, for instantly the engine ran into the car with a crash. The car was a total wreck, and - well, the eggs were wrecked also! And what a sight the engine and the surrounding territory presented! Thirty dozen of eggs squashed, and liberated, and sent flying through the air! When the engine reached North Bay it's bespattered appearance surprised the townspeople. - Observer

22/08/1884 *Almonte Gazette* *Chalk River* *Bissett's Creek*

TERRIBLE DEATH. - last week's Observer contains the following: An unfortunate occurrence took place on the morning of the 13th inst., on the C.P.R. track at Bissett's Creek, in which Mrs Josephine Langlois Latour, wife of Mr. Joseph Latour, of that place, lost her life. The circumstances of the case are reported to us as follows: it seems that Mrs. Latour, the deceased, with Mrs. Patterson and another female, asked the section men, as a favor, to give them a lift on the hand-car down the road, as the women were going down on business. The section foreman, Luke O'Connor, was at that time, in accordance with his orders, going over the section, having three men of his gang on the hand-car. On coming down a grade round a very sharp turn the men on the hand-car saw three telegraph poles ahead, a train coming on them. They had not a second of time to work on; they flung the women off, but Mrs. Latour was too late, and the engine and tender passed over her. She lived about five minutes, dying alongside the train, which was brought to the instant the hand car was seen. W.W. Dixon, MD., Coroner, and Captain Hollingsworth, High Constable, went up on first train, and held an inquest. Fourteen witnesses were subpoenaed and sworn, and the testimony throughout bought out the subsequent verdict of the jury, viz. : that no blame of negligence attached either to the section foreman or his men, or to the train hands, but that it was an unavoidable accident, and that the deceased came to her death by being run over by a train, whilst on a hand-car on which she was riding by the courtesy of the foreman of the said car, at her own request, and not otherwise. Mrs Latour was about 48 years of age, and the mother of a family.

28/08/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

P.P.J. Railway The Aylmer Times says: Work on the above line is progressing favorably. Rails have been laid as far as Jowsey's and it is expected the engine will reach Breakenridges creek by Saturday. Yesterday, Mr. C.N. Armstrong, contractor, and Mr. W.R. Kenny, solicitor for the contractors, went up the line as far as the town line between Eardley and Onslow townships. Amicable arrangements for right of way and other purposes were made with the following gentlemen: Messrs. A.J. Parker, Wm. Bradley, Samuel McKibbin and James Leach. Mr. Armstrong, to accommodate the public, has kindly consented to put in a siding on the farm of James Leach on the town line, Mr. Leach giving the necessary land for the siding free. Evidently the decision of the arbitrators re. Foran has had a good effect.

28/08/1884 *The Equity, Bryson* *Belleville*

The Ontario and Quebec Railway, now open for traffic, had the track laid early in the spring and would have been open long ago had it not been for the sink holes at Kaladar, which for a long time baffled the engineers, but which is now solidly filled up, it is hoped. The road is 250 miles in length connecting Toronto and Ottawa being almost an air line from the former to Smiths Falls, where it connects with the C.P.R. under the same management. The embankment is very wide and solid, rails 56 lb. To the yard, and the joints made with angle iron fishplates. All bridges are iron, and stone culverts have been put in. The running time in between Toronto and Montreal is a little over 13 hours. A great number of the towns and villages through which this line runs have never enjoyed railway facilities before and have had to depend upon stages for their intercourse with the outer world, and although these places are small, the management of the road think that the traffic from the surrounding country that formerly went to build up "the front" as the towns along the lake are called, will build up these villages. The first 133 miles of the road is through a country moderately supplied with railways by the Midland system and, in fact, between Peterboro' and Madoc the roads are almost parallel. From Madoc to Perth the only line is the Kingston and Pembroke. The opening of the road is a great boon to a large section and will divert considerable traffic from the Grand Trunk.

Interview with the Vice President of the P.P.J. Railway.

Reporter - Good morning, sir.

Vice President (coldly) - Good morning.

Reporter - Have you any news about the railway?

Vice President - No, none whatever. I have been away from home for the last two weeks and consequently have nothing new.

Reporter - I called in this morning to see if I could get your name as a subscriber to THE EQUITY.

Vice President - Well as soon as you stop blackguarding and misrepresenting me and the rest of the members of the Company, I will take your paper and not till then.

Reporter - In what way have we misrepresented you?

Vice President - In the first place you published a statement that a number of ties lying at Sand Point were sold to the C.P.R., and that I, the vice president, was attending to the shipping of them, which was entirely wrong. The facts are that I had made a contract with the C.P.R. to deliver a number of ties, which unfortunately got stuck, so that I had to turn round and buy ties from a man in Westmeath in order to fill my contract. I floated them down the river as far as Sand Point, drew them up and shipped them there. You will see that had I followed your untruthful report I could have made you pay sweetly for it. All this sort of thing is done in order to damage me personally and to impair the influence of the Company in the county and elsewhere. At first we were all annoyed at the course of misrepresentation you pursued, but finally came to the conclusion to treat your utterances with silent contempt, and this we intend to do.

Reporter - Is it true you said after this by-law was carried that the railway would cross at Portage du Fort?

Vice President - No, I never said anything of the kind, neither before nor after the passing of the by-law, but I did say that the natural and most feasible crossing was at Portage du Fort. That this was the shortest and most direct route to Pembroke, but was of little use to the people and consequently had to be abandoned. The Black River route would make the road as long as the C.P.R. now is from Ottawa to Pembroke, and the asking of a bridge subsidy for Black River was simply an effort to kill the Company on the part of your members.

Reporter - Do you think Mr. Church has any notion of running for Pontiac again?

Vice President - No, I do not think he has the slightest notion.

Reporter - Well, why does he inquire about his chances for election through different prominent men in the county?

Vice President - I do not believe he ever enquired; and I will go further and say, that in my opinion, I believe Mr. Church considers Pontiac beneath him. I believe he would not represent you if you were to elect him by acclamation, as he would consider himself above such an honor as the representation of your county, and you can make the statement public if you choose.

Reporter - You could not elect Mr. Church for a pound keeper in Pontiac.

Vice President - I believe we could elect him, or get anything we want from the people if we applied.

Reporter - Well, Mr. Vice President, the main point at issue just now is whether we can count on you as a subscriber to THE EQUITY.

Vice President - Well you can send it along and if you stop blackguarding the railway company it will be alright. If you continue your misrepresentations I will return it.

29/08/1884 *Almonte Gazette* *Belleville* *Perth*

The C.P.R. Co. are building a number of refrigerator cars at their shops in Perth.

The edict has again gone forth, and thirteen men have been discharged from the car shops at Perth.

29/08/1884 *Almonte Gazette* *Chalk River*

Four more cars passed through on Saturday for Mr. Booth's at Nosbonsing.

The C.P.R. it is rumored will remove their workshops from Chalk River to Pembroke again.

29/08/1884 *Almonte Gazette* *Chalk River* *Bissetts Creek*

Mrs. Jas. Latour, of Bissett's Creek, near Pembroke, was killed a short time ago by a hand car upon which she was riding was run down by a train. She leaves a large family.

03/09/1884 *Ottawa Free Press* *Other*

Brockville and Ottawa railway proposal, Brockville Air Line. Survey etc.

04/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Progress of the P.P.J. Railway

Latest reports from Aylmer in connection with the work on this road say that the contractor expects to have the first ten miles of road finished by Saturday of this week. The second ten miles is to be completed within a month, all the work, with the exception of a few culverts and the laying of the iron now being accomplished. The completion of the second ten miles will bring the road nearly to Quyon village. One ballast train is running now as far as Breckenridge's, and a second gravel pit has been opened at James Hurdman's, about five or six miles above Aylmer. Altogether the work is being vigorously pushed forward.

04/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

While work on the lower end of the line is watched with interest by the people of Pontiac, much speculation is rife as to what route will be taken when the work of construction is commenced in the county. -- Having ascertained that the gradients on that part of the surveyed line between the Hill farm and the river could not be overcome without an enormous expenditure, the engineers set about looking at a more feasible track through the rear of Clarendon. Mr. Henry Heath, second engineer, who was prospecting in the locality last week with this view, reports that his investigations have been highly satisfactory. In the section of country travelled by him, he says, the (illegible) easy; the grades will be light and no heavy cuttings or fillings will be encountered. By adopting this new line it is contended that the entire road will be shortened about five miles; but in order to do this the line must be built back well in the interior of the county. For instance, commencing at a point below Quyon village, it would run about a mile and a quarter back of that place, keeping a course as nearly direct as possible until Clarendon is struck, about the 11th concession; thence on through that township crossing the twelfth concession diagonally into Litchfield. From here the road would be made so as to strike the old line, with the view of crossing at Lapasse, or, if more desirable, running up to the Coulonge chute and crossing there and from thence to the mouth of the Black River, across the foot of Allumette Island and from thence to Pembroke.

More - would lose much of its usefulness as a local road.

05/09/1884 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The Kingston and Pembroke Railway track is now being graded across the village streets, alongside the C.P.R. track.

05/09/1884 *Renfrew Mercury* *Belleville* *Perth*

The C.P.R. are building a number of refrigerator cars at their shops in Perth.

05/09/1884 *Almonte Gazette* *Kingston (CP)* *Renfrew*

It is expected the K. & P.R. will soon be completed to Renfrew, when we may expect to hear of that thriving little town, as an important station on the C.P.R. and the terminus of the K. & P.R., fast outstripping some of her sister towns in the Ottawa Valley who now lay claim to a deal more importance than she.

*05/09/1884 Almonte Gazette Chalk River Carleton Place*

Three disabled locomotives were in the repair shops at Carleton Place last week.

*11/09/1884 The Equity, Bryson Pontiac and Renfrew Bristol*

The Bristol - The iron mine in the township of Bristol has been opened up by the Robertson Mining Company of Madoc, Ontario. Capt. Simmonds, agent of the company, visited Bryson on Tuesday last and he says the ore is of an excellent quality and from present indications, the supply almost inexhaustible. Quite a number of men are at work in the mine the product of which will be drawn across the river to Braeside as soon as the ice is formed, and shipped from thence to New York where it will be smelted. No doubt when the P.P.J. Ry. is an accomplished fact, we will be able to chronicle from week to week the opening up of new mines as it is well known that Pontiac is rich in mineral wealth.

*11/09/1884 The Equity, Bryson Pontiac Pacific Junction*

Great progress is now being made on the line, and today (Wednesday) it is expected that the first ten miles will be completed. The bridge at Breakenridges creek is spanned by an iron superstructure and trains have been running over it for the past two days. The next ten miles of the road is all graded and it is expected that by the end of the present month rails will be laid and the road in running order (Times).

*18/09/1884 The Equity, Bryson Pontiac Pacific Junction Shawville*

Shawville News - Messrs. Shirley, Harris and Heath, the three engineers of the P.P.J. Railway were in town today. I believe it is undecided as to where the road will go.

*18/09/1884 The Equity, Bryson Pontiac Pacific Junction*

There was an excursion on the P.P.J. Railway last week, the train going as far as the rails are laid. Flat cars decorated with evergreens were used on the occasion.

*19/09/1884 Almonte Gazette Chalk River*

ACCIDENT ON THE C.P.R. - a broken rail on the C.P.R. a few miles south of Carleton Place was the means of throwing a baggage car and three well-filled passenger coaches off the track early last Saturday morning. When the engineer, King, noticed the mishap, he put on the Westinghouse brakes, and the train was brought to a standstill before three car lengths had been traveled after the accident. The coaches were badly damaged. None of the passengers were injured.

*19/09/1884 Ottawa Free Press Metropolitan Street*

Account of special meeting of council to consider the By-law to grant authority to the Metropolitan Street Railway to construct and operate a street railway upon certain streets.

*19/09/1884 Renfrew Mercury Kingston (CP)*

Tracklaying from Calabogie to Renfrew was to be commenced at Calabogie this week. At this end, the line has been graded right into the C.P.R. station yard. A temporary station will be erected this fall, to give place next season to a more substantial Union station. The Round House is being erected near the C.P. track between the bridges. The contractors are Kingston men. The telegraph poles alongside the C.P. line will require to be moved back, for some distance beyond the village limits. Mr. Thos. Eady's house on Argyle street will also require to be moved back.

## ONTARIO &amp; QUEBEC RAILWAY

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

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

## A Trip Over The New Road

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

## Very Comfortable Cars

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

## Colourful and Kaleidoscopic

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

## A Cruel Piece Of Irony,

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

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

#### Triumph Of Art Over Nature

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

#### Rich And Variegated Scenery

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

*22/09/1884 Ottawa Citizen St. Lawrence and Ottawa*

Advertisement of St. Lawrence and Ottawa Railway time table taking effect on 22 September 1884.

*24/09/1884 Ottawa Free Press Pontiac Pacific Junction*

A brakesman named Jordan, on the Pontiac and Pacific Junction Railway had two fingers of his left hand taken off this morning while coupling cars, west of Aylmer.

*26/09/1884 Almonte Gazette Chalk River Renfrew*

ACCIDENT ON THE C.P.R. AT RENFREW. - on Saturday afternoon last the regular weight train for Chalk River, on the Canadian Pacific Railway, had to just got under headway, steaming out from Renfrew, when the engine left the rails. Driver Chevrier was thrown out of the cab window, and escaped with severe bruises. Fireman Wm. Eady, however, was less fortunate. He was at the time on top of the tender, and was thrown to the ground, the engine and seven cars passing over his body, crushing it almost to jelly. The tender hands of his fellow employees gathered up the remains which were mangled beyond recognition, placed them in an improvised casket, and forwarded them to the parents in Armprior. The accident can only be accounted for on the supposition that a stone on the track caused the engine to leave the rails. At a meeting of the locomotive fireman brotherhood resolutions of condolence with the parents was passed and members ordered to wear a badge of mourning for thirty days. The damages are estimated at \$70,000

*26/09/1884 Almonte Gazette Kingston (CP)*

Track laying from Calabogie to Renfrew has been commenced.

*26/09/1884 Almonte Gazette Brockville Sly's Rapids*

The railway bridge at Sly's Rapids is undergoing an overhauling. A number of workmen are busily engaged in laying a new floor under the rails.

*26/09/1884 Renfrew Mercury Chalk River Renfrew*

Account of derailment of engine of the wayfreight at Renfrew. Fireman killed.



Progress on the P.P.J. Railway.

The following is clipped from the Aylmer Times of last week:- "On Monday last we were invited by Mr. Shirley, Chief Engineer of the P.P.J. Railway to accompany him and the contractor, Mr. Armstrong, for a trip to the end of the completed portion of the road. These gentlemen were accompanied by their solicitor, Mr. W.R. Kenny, and Mr. Harris the company's engineer, and were on their way to attend a meeting with some of the representatives of the company and other chief residents of Pontiac County to see about adopting the back route and deviating from the original line some three or four miles. The line is said to be a much easier one to build and will be of the same benefit to the County of Pontiac. The amount of heavy work done on the line is really surprising over the portion that is already completed, but it is all done in a first class manner and speaks well for the ability and competency of the contractor, Mr. Armstrong, and his able assistants. The bridge which crosses Breakenridge's creek is a fine structure and solidly put together. This work was performed by contract under the able guidance of Mr. Frechette whom it can easily be seen understands bridge building to perfection. All the other bridges on the line will be built by the same gentleman, and we have no doubt but they will give unwarranted satisfaction. The station ground is now being prepared and got in shape by the contractor; it will be on Mr. Breakenridge's property and is expected to be built shortly. Mr. Farrell has charge of the track layers and is doing the job in capital style. He is noted for doing good work in short order. Mr. Pangburn the mechanical superintendent of the line had charge of the train on which we went up. He is an old railroad man and fills his position admirably.

The ballasting train is busily at work taking out the earth from Hurdman's ballast pit and putting the line in first class condition. We may say for a new road that it runs very smoothly and when finished will be one of the finest roads in the country.

The train returned to Aylmer about 7 o'clock.

Since the return of the above gentlemen, who attended the meeting at Mr. John O'Donnell's in North Onslow they speak highly of the treatment they received at the hands of the residents and beg to extend their kind thanks to Mayor McKinney of North Onslow, and his estimable lady for their graciousness on the occasion of their visit."

02/10/1884

*The Equity, Bryson**Chalk River**Renfrew*

Arnprior Chronicle. The freight train going north had just left Renfrew station - when a terrible accident occurred, resulting in the death of Wellington W. Edey, the fireman.-- Just about the Renfrew station there is a switch leading into the lumber yard of Mr. Martin Russell, and it was at this point that the accident occurred. The engineer states that on arriving at this switch the forward trucks of the locomotive took the side track, while the driving wheels kept the main line. This twisted the locomotive around sideways, when the tender broke loose from the engine, and with the rest of the train kept on down the main track until it reached a cattle guard about 20 yards further on, when something connected with the tender dropped down into the pit and impeded its progress, and the remainder of the train was derailed, several cars being piled up into a heap and smashed into splinters. The engine was thrown over on its side and badly wrecked. Mr. Cherrier, the engineer, stated that he was on the look out with his hand on the throttle and could see nothing wrong with the track ahead. More.

02/10/1884

*The Equity, Bryson**Pontiac Pacific Junction*

The Aylmer Times says, that on Friday 19th ult. An accident occurred on the line of the Pontiac railway by which a young Englishman named Thomas Matthewson lost his life. It appears a construction train was proceeding from Aylmer to the upper end of the line conveying rails and other materials used in the construction of the road. It is customary for the train to be stopped at the different camps along the road to take up the workmen. On the morning in question the train approached a camp near Mr. Hurdman's farm and had nearly stopped, the men all being in waiting, when Matthewson took hold of a flat car which was in front of the engine and endeavoured to get on board. While running alongside he stumbled on some ballast lying along the track and fell and the forward wheels of the engine passed over his body mangling him in a frightful manner and causing an instant death. The body was placed on a flatcar and brought to Aylmer where it was placed in the engine house to await an inquest. Coroner Graham was notified and he arrived about 2 p.m. A jury was summoned of which Mr. James Klock was appointed foreman. Dr. C.M. Church having examined the body testified to the fearful nature of the injuries and was of the opinion that death must have been instantaneous. The engine driver and two other witnesses testified to the fact that the deceased tried to get on board the train before it had stopped although they shouted to him to wait. Albert Hawkes, a companion of the deceased, testified that he and Matthewson were Englishmen natives of London; had been in the country about a year and a half; and had been working on the Pontiac and Pacific Junction Railway about two weeks. Heard a shout as the train was approaching but did not know an accident had occurred. I boarded the train after it stopped; deceased and I came out of the camp together. He was walking behind me. He was a very sober steady man. A verdict was rendered in accordance with the fact.

## PRESS EXCURSION

From Almonte To The "End Of The Iron" on the CPR - An Exceedingly Pleasant Trip.

A special car having been placed at their disposal, and Friday, the 12th September, set apart as the day on which the members of the O.V.P.A. should start on their trip to the end of the CPR, the party from the south arrived by the 1:40 pm train, representatives from Perth and Smiths Falls being on board, and were joined by the Almonte contingent. At Arnprior, Renfrew, Cobden and Pembroke additions were made, and a glance around the car after leaving Pembroke showed the party to be composed as follows: J.M. Walker, Courier, and A.J. Matheson, Expositor, Perth, J. Sheargreen, S. Falls Independent, J.A. Macdonald, Chronicle, President of the association, and Mr Geo. E. Neilson, one of the pioneers of the press of Lanark County, Arnprior, Mr. A. Smallfield, Mercury, Renfrew, Dr. Channonhouse, Enterprise, Eganville, J. Cowan, Equity, Bryson, J. Miller and P. Naismith, Observer, and J. Millar, Standard, Pembroke, W.W. Pittard, Times, and Jas. McLeod, Gazette, Almonte, and ladies from Arnprior, Renfrew and Pembroke.

On boarding the train at Almonte we had the pleasure of forming the acquaintance of Mr. B W. Coyne, superintendent of the division extending from Carleton Place to North Bay, who, with Mrs. Coyne, accompanied the excursionist as far as Mattawa, and by their general and pleasant intercourse added very much to the pleasure of the trip. According to the original program it was the intention of the party to camp out for a day or two in the vicinity of Sudbury, and a plentiful supply of provisions and other camping necessities provided by the President of the association, were taken on board at Arnprior, but as more suitable arrangements were suggested as the excursion advanced the camping part of the program was omitted.

As the space at our command is limited, we can but briefly glance at the places passed on the first part of our journey. Pakenham and Arnprior are sufficiently well known not to require anything more than a passing mention. Shortly after leaving the latter place the beautiful Chats Lake is seen, along the shore of which the road skirts until Braeside and Sand Point have been left behind, and we have entered upon a fifteen mile run through a rough and rocky country to Renfrew. Here Mr and Mrs Smallfield joined the party, and we were away again, over a stretch of the finest farming country scene during our entire trip, being principally reclaimed brulé and extending for miles away to the west. Judging from the appearance of the country around Cobden and for some miles before arriving there a grain elevator with a capacity of 30,000 bushels at that point seems out of place, but on inquiry it is learned that a very extensive grain trade is done by Cameron & Co of Beachburg, the supply being drawn from Bromley, Westmeath, Ross and Stafford township's, which are composed principally of first class farming land. So complete are the working arrangements of the elevator that a car can be loaded with grain in six minutes. Muskrat and Mud Lakes, small sheets of water, are passed, on the latter of which are situated the sawmills of McLaren & Shaw, and almost before we are aware of it the flourishing town of Pembroke is reached. The last additions to our party are here made, and, with everything comfortably arranged, we enter upon what was to the majority of the party an unknown land. For miles after leaving Pembroke the road runs through what are known as Pettawawa Plains, a vast expanse of level, sandy ground, worthless for farming purposes, but covered with immense tracts of blueberry bushes, the produce from which may yet prove a bonanza to some enterprising genius. At Pettawawa a new station and double section house a very neat designs were in the course of erection, the former to replace one burnt down a short time ago. On arriving at Chalk River, after a half hour's run from Pettawawa, the wants of the inner man were attended to at a restaurant nearby where everything seems to be done on the fly, even to flavoring the lactal fluid with it, which last was too much for the punster of the party, and caused him to remark "he was out on a fly." Chalk River, twenty-one miles from Pembroke, is the end of a running division of the road, and here a change of engines and train hands is made, and, as nearly an hour was so spent ample time was allowed to inspect the place. A section of a roundhouse with accommodation for twelve engines has been erected here, and extensive coal sheds capable of holding immense quantities of fuel. A large and comfortable boarding house, and a number of cottages for workman have also been built, and are occupied by employees of the road. A large amount of railway business is done here, and the network of sidings laid at times scarcely furnish sufficient track room for the proper handling of the freight trains which arrive, as many as from 125 to 150 cars frequently being in the yard at once. At 6:30 o'clock we again were underway, and Western, Bass Lake and Moor Lake were passed in quick succession, and Mackay's reached. Night having spread its pall over the earth, nothing more could be seen of the country and the return trip, which was made in daylight, only disclosed a continuation of the same rough and rocky land, as had been passed over, dotted here and there with small lakes, which found an outlet into the Ottawa River, along the south shore of which the road runs until Mattawa is reached. About forty miles above Chalk River we crossed over Bissett's Creek on trestle work over one hundred feet high. A great deal of trouble was experienced at this point in constructing the road, and now filling it in to make a solid embankment is proving a difficult task. Shortly after eleven o'clock Mattawa was announced, where the first night was to be spent, and, with Mr B.W. Coyne as cicerone, the party adjourned to Mr Bellefeuille's hotel, a short distance from the station. Here supper had been prepared, and the way the eatables disappeared would certainly have filled with dismay any less generous-hearted or courteous hostess than ours on this occasion proved to be. After a night of refreshing rest, the members of the party where early astir bent on seeing all that was to be seen. Mattawa is situated on the Mattawa River at its junction with the Ottawa, and nestles at the foot of the high in rocky Laurentian range of mountains, which to the north of the village reach an altitude of several hundred feet. A most striking peculiarity of the locality is the countless number of boulders of all sizes, from a pebble to enormous masses of stone many tons in weight, and so thickly is the ground strewn with them that a patch four feet square without a stone is scarcely to be found and a garden is a rarity. The village proper, which has a population of about 1,000, is situated half a mile from the station, a sidewalk being laid between and contains a number of stores, hotels and other business places, all of which seemed to do a thriving trade. The churches, cemeteries, and other points of interest were visited in the forenoon, and a tour made through the railway buildings. Here are located the offices of Mr. B.W. Coyne, and also train dispatchers and doctors offices, the latter being occupied by Dr. McMurchie, the company's physician, besides numerous other necessary apartments, all of which go to make up a first class railway station. In the afternoon boats were procured by Mr Maurice Farrell, to whom the party are indebted for numerous courtesies, and a trip made to Bronson's Creek about three miles up the Ottawa River. In the evening after supper and adjournment was made to the station and arrangements completed for the continuation of the journey, and at eleven o'clock we bade adieu to Mattawa, bearing away with us kindly recollections of our visit there.

(To be continued)

03/10/1884 *Almonte Gazette**Carleton Place**Ottawa*

The silent Victor appears to have been unusually active on Saturday last on or near the C.P. railway. We are informed that a man was killed in the station yard at Ottawa, whilst engaged in coupling cars. A second met with his death suddenly, at Skead's Mills, but we have not learned any particulars.

03/10/1884 *Almonte Gazette**Kingston (CP)**Madawaska*

THE LAST BRIDGE CROSSED - The K.&P.R.R. engine crossed the Madawaska river a week ago, and a decided stop was put to the song of the railwaymen, "One More River to Cross". Kingston will shortly have connection to Renfrew and the country to the rear of it.

*03/10/1884 Ottawa Citizen Prescott Chaudiere*

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

*03/10/1884 Almonte Gazette Carleton Place Ottawa Union*

At the Union Station, Ottawa, last Thursday night, a man named Wm. Lewis, while under the influence of liquor sat on the track, and before being rescued had his right foot cut off. He was at once removed to the hospital. Slight hopes of his recovery are entertained.

*07/10/1884 Kingston Daily British Whi Belleville Tamworth*

A Rough Encounter

[Brawl at Tamworth between Italian railway navvies and villagers, not transcribed]

*08/10/1884 Kingston Daily British Whi Belleville Tamworth*

City and Vicinity

Seen the Donnybrook Affair [More on the Tamworth brawl, not transcribed]

*09/10/1884 The Equity, Bryson Pontiac Pacific Junction*

P.P.J. Railway. Mr. W.R. Kenney, Solicitor for Messrs. Armstrong & Co., contractors of the P.P.J. Railway was in Eardley yesterday and settled for right of way and executed deeds with the following parties:- Messrs. James Leach, P. Duffy, L. Brennan, J. Brennan, S. McKibbon, Wm. Bradley, A.J. Parker, Joseph Dowd and Jos. Findley. Mr. Kenney leaves for Black Bay on Friday to settle with all other parties who have agreed to accept the offer of company. Twenty car loads of rails arrived since Monday last. The work is progressing favourably and it is expected the Quyon will be reached by the middle of the month. (Aylmer Times)

*09/10/1884 Kingston Daily British Whi Kingston (CP)*

Incidents of the Day

About forty Italians, from Tamworth, in the late disturbance there, have gone to work on the Kingston & Pembroke RR

*09/10/1884 Kingston Daily British Whi Belleville Tamworth*

News From the Vicinity

The Affray at Tamworth [Not transcribed]

The Tamworth Riot

[Not transcribed]

*09/10/1884 Ottawa Citizen Prescott Chaudiere*

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

*10/10/1884 Ottawa Free Press Canada Atlantic wood*

The wood trains on the Canada Atlantic Railway have been started again and are busily engaged in drawing wood from down the line to Ottawa.

Press excursion

Arrival At Pagamasing, The End of the Journey - Home Again.

Shortly after passing High Falls Windy Lake is seen, a beautiful sheet of water of considerable extent, being about fourteen miles long and in some places attaining quite a width. A peculiarity of this lake, and from which it takes its name, is that though the air may be so calm that not a leaf is stirring on the trees the surface of the water is always ruffled as if by a wind. A few miles further on we pass Crab Lake, and thirty-six miles above Sudbury at

Archer,

where dinner is prepared, and during which time an inspection of our surroundings is made. Here is the dividing line between the eastern and western divisions of the CPR, and the company intend erecting a roundhouse, workshops, etc, and laying twelve tracks, and otherwise fitting this for one of the principal stations on the line. The location is an excellent one for the purpose, the ground being very level and of considerable extent, and though now composed of only a few tents and a telegraph office, the latter located in a boxcar, the probabilities are that before very long Archer will become a busy thriving little town. From Sudbury the grades are all ascending, the heaviest being about 65 feet to the mile, but here the height of land is reached, and we find ourselves 1325 feet above the level of the sea and 800 feet above Lake Huron. A quarter of a mile to the north of Archer is the first of a chain of small lakes extending for some distance into the Nipigon region, and finding an outlet into Lake Nipigon. These lakes are said to abound with fish, and a good supply of small game may also be found in the vicinity. No tank houses are yet erected west of Sudbury, and the locomotives are supplied with water drawn from lakes, rivers, springs, drains, or other accessible places by means of siphons. At Archer we saw one of these at work, and the engineer kindly explained the "innardness" of it to us. The siphon is an iron pipe of this shape J and when in use the longest end is placed in the water from which the supply is to be drawn, the other end being immediately over the hole in the tender for receiving the water. A rubber hose is then attached to the siphon a few feet from the lower end, and also to the boiler of the engine, and a jet of steam is allowed to push through it into and up the siphon. A vacuum is created in the pipe between the point at which the steam is admitted and where the pipe enters the water and the latter is drawn up by the suction, and then forced by the steam through the pipe. In this manner a continuous stream of 2½ or 3 inches can be kept up, filling the tender in from fifteen to twenty minutes. After an hour's delay we again proceeded on our way, and were soon gazing with delight on the beauties of Geneva Lake, a magnificent sheet of water thickly studded with islands and said to afford capital sport to lovers of the piscatorial art. The track crosses several little bays running inland from the lake, the last one of which has proved a troublesome sinkhole. It has been filled with immense logs and timbers to a depth of 30 or 35 feet, and is still sinking a little. The trouble is said to be caused by the vast amount of loose earthy matter which has for years been washing down the side of a high mountain which rises abruptly from the shore and depositing in the bottom of the lake. After crossing a number of trestles, one of which is about 100 feet high and 600 long, Bannerman Lake is passed, and we come to Straight Lake, which is vested with more than a passing interest. This lake lies in a valley entirely shut in by immense walls of stone, and the only apparent way to secure passage was by tunneling through these mountains. This would have proved a gigantic and expensive undertaking owing to the hard and flinty nature of the rock, and the engineers cast about for other means of accomplishing the task, and finally decided on the novel experiment of lowering the water in the lake. To do this a canal 12 feet deep, 400 yards long, and of sufficient width to carry off the largest quantity of surface water ever likely to accumulate, was dug from the lake to Ridout Valley, a deep ravine running in a northerly direction. Ten feet of water was drained off, and a capital roadbed has thus been secured. A short distance further on the gorge of the Spanish River is entered, and here the eye is greeted by one of the grandest sites it is possible to imagine, as with each revolution of the wheels of the ponderous engine behind which we glide along new scenes of beauty and grandeur are opened to view, until the gazer is lost in wonder and admiration as he feasts his eyes on the grand, magnificent enchanting panoramic views which follow each other in such rapid succession and he feels amply repaid for the long journey made to reach this spot. The scenery is of a wild and mountainous character, and on every hand can be seen the vast masses of rock rearing their timber-clad summits heavenward hundreds of feet, or their rugged sides sloping down into beautiful valleys. As we pass along our attention is directed to Elephant Rock, an abrupt projection of rock representing an elephant's head, and a short distance further on is Coloured Rock, a perpendicular wall of solid rock in various colours, and by some of the party to equal the famous palisades on the Hudson River. In a few minutes we sweep past Ridout Mountain and catch sight of Walker's Peak, and on the south side a view is had of Matheson's Perch, the two latter rising to a height of about 300 feet. Nearing Pagamasing are two mountains attaining an altitude of about 800 feet, and these the pressmen named Mount Hibbard and Abbott's Crest in honor of Mr. G.W. Hubbard, Passenger Agent on the CPR, and Mr. H. Abbott, Superintendent of Construction. A half mile more and we arrive at Pagamasing, "the end of the journey," and which is proved to be our case. Pagamasing is situated on the west fork of the Spanish River, and is within 30 miles of the "end of the iron." Just west of the village the road crosses the Spanish River, and over which an iron bridge is in course of erection, the buttress is being built of stone very closely resembling Scotch granite, and capable of receiving a very high polish. The stone is taken from a quarry a few hundred yards distant, where there seems to be an unlimited supply. In the evening Mr. Stevenson of Carleton Place, very kindly invited the party to the residents of his partner, Mr. Dan. Dunn, and a couple of hours were very pleasantly passed. In the morning a number of places of interest in the vicinity were visited, the principle one being Pagamasing Lake, a very pretty sheet of water about a mile back of Mount Coyne. About ten o'clock on Monday morning we boarded our car to start on the home trip, all in the best of spirits, notwithstanding that the pedestrian of the party barely escaped being scalped while taking a "cut across lots." Over 6000 men are now employed on the line above Sudbury, and it is expected that the rails will be laid as far as Wakamagamsing, 230 miles West of Callander, this fall. The rails are now laid as far as Eureka, and the road is graded up to Bishkootasing -12 miles further on. There are 50 or 60 miles of muskeg west of Bishkootasing but the engineers do not expect much difficulty in overcoming it. As many of our readers are not conversant with the names of the stations along the road we subjoin a list of them, also give their distances from Callander:

Wahnapiatae 86½  
 Sudbury 96½  
 Vermillion River 116  
 Onaping River 123  
 Pagamasing 157  
 Spanish River 165  
 Eureka 178  
 Bishkootasing 190  
 Woman's River 220  
 Wakamagamsing 230  
 Nema River 255  
 Lake Ant 270  
 Lake Keb 275  
 Lake Kaw 284  
 Lake 297

Beyond the latter point the distances are as follows:-from Michipicoten to Pic River, 135 miles; Pic River to Nipegon, 130 miles; Nipegon to Port Arthur, 68 miles; Port Arthur to Winnipeg, 429 miles. The construction gang working east have laid the rails as far as Nipegon, and a good deal of work has been done in the grading and clearing up the wilderness between that point and Michipicoten. It is expected that the lying clear through to Winnipeg will be completed by next May, when a regular train service will be inaugurated. The whole line is being laid with steel rails, and as the roadbed is solidly constructed, and well ballasted with the best of gravel, riding is remarkably smooth. We arrived back at Sudbury at 5 o'clock on the afternoon of the 15th, and were entertained at tea by Mr. and Mrs J. Thompson. After tea an impromptu concert was held in Mr. Thompson's parlor which was highly enjoyed. Votes of thanks were then passed to Mr G.W. Hibbard, Harry Abbott, B.W. Coyne, Mr. and Mrs. Thompson, and others who had made our trip so pleasant, and the party adjourned to their car to begin their journey home. The trip throughout was a splendid one, and the opportunity afforded us of witnessing the construction of the grand national highway of our Dominion, and the richness of the country it will develop, is one which will never be forgotten.

11/10/1884 *Kingston Daily British Whi Belleville* *Tamworth*

A Tamworth Riot  
 [Detailed account, not transcribed]

12/10/1884 *Ottawa Citizen* *Kingston (CP)*

The Kingston and Pembroke Railway commenced running through trains to Admaston - within four miles of Renfrew - last week. It is understood that the line will be completed and in running order to Renfrew by Saturday the 25th inst. The engine sheds at that place are about completed. The erection of a handsome station will at once be proceeded with, to which the municipality of Renfrew has voted \$3,000.

17/10/1884 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Tracklaying progressed as far as Harty's on Tuesday and it is possible the rails will be into this village by the end of the week.

18/10/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. October 17. -T.B. Anderson, formerly president of the Ottawa, Waddington & New York Railway and bridge company this morning tendered his resignation to the company, and says he will bring personal claims against them in chancery

19/10/1884 *Brockville Recorder* *Brockville* *Brockville*

The confessions of Morgan, the CPR brakeman who robbed the mail, shows that most of the bags in use can be robbed without any evidence that such has been done. This revelation has produced consternation in the post office department in Ottawa and will probably lead to the bags being called in and more secure ones issued for use, Morgan passed through here today on his way to penitentiary.

20/10/1884 *Kingston Daily British Whi Chalk River* *Cobden*

News from the Vicinity Notes in the North

Cobden - There are about a hundred Italians working at ballasting on the C.P.R.

23/10/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

An accident occurred on the line of the P.P.J. Railway last Thursday evening, which resulted in two men narrowly escaping death. The particular, as far as we have learned, are that twelve men were going down the track on a hand car in the direction of Aylmer when a locomotive unexpectedly came along. The men jumped off, and while some of them were endeavouring to remove the car from the rails the locomotive struck it, shattering it to pieces, and throwing two of the men several yards in the air. One had several ribs broken and the other received a severe gash in the face.

24/10/1884 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Rails on the K. & P. had been laid to with [sic] a few hundred yards of the crossing at Farquharson's, on Monday. It is said that the supply of rails ran short, delaying the completion right into the village.

24/10/1884 *Ottawa Citizen* *Prescott* *Chaudiere*

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

## NOISY NAVVIES

Who Refused to Pay their Fares on the C.P.R.

How Their Arrest was Effectuated by the Dominion and City Police - a Noisy Night in the Cells.

Last night about half-past ten o'clock a singular procession started from the Union Station, which attracted the attention of the few parties out at that hour of night, and proceeded towards Centre Town with a rapidly growing crowd mustering about it. The party consisted of some twelve policemen of the city and Dominion forces, each of whom had one or more handcuffed prisoners of rough looking appearance in charge. Who and what are they? was the general question among the crowd; but none seemed able or willing to give particulars as to when, where, how, or for what cause such a wholesale arrest had been made.

## POLICEMEN AND PRISONERS

followed by the crowd, came steadily along Wellington and Spark streets and thence by Metcalfe street and Queen street to the police station, where the prisoners were run in and locked up. They were a tough looking lot, mostly French, and evidently labouring in a drunk, noisy, but not violent. The facts of the case, as learned at the station, seemed to be that

## AT MONTREAL

A party of twenty-three men boarded the express train due here at ten o'clock p.m. The train was in charge of Conductor John Williams. When they conductor went his rounds for the tickets he found a number of men in one of the second-class cars noisy and disorderly, and they refused to produce any tickets. On reaching Saint Martin's Junction he telegraphed to Mr. H. B. Spencer at Ottawa the circumstances in which he was placed. The latter gentleman at once communicated with the police authorities here. Chief Grant, under his advice, at once dispatched Sergt Montgomery and four men to the Hull station to meet the incoming train. When the train reached Hull it was evident that the small posse of the city men would not be sufficient to cope with the rowdy crowd, and a message was sent to Superintendent Sherwood, of

## THE DOMINION POLICE

asking for additional assistance. He promptly responded to the call, and dispatched six men of his force under command of Sergeant Stevenson, to meet the train at the Union station, when the disorderly parties were secured. Mr. Thomas Graves, late station constable, who is well acquainted with all raftsmen and navvies traveling through this section, was also pressed into the service, and did good work in pointing out parties likely to be ringleaders in the disturbance.

## THE RIOTERS

during the passage made things lively on board, smashing car windows, attempting to destroy car furniture, and generally defying the authority of the conductor and his subordinates, who owing to a disparity in numbers, were not able to cope with the would-be free passengers. At Hull the train was boarded by the city police, who did nothing more than quietly see that no further acts of violence were committed.

## AT THE UNION STATION

the train was met by the contingent from the Dominion police, who quickly boarded the car which contained the spotted rioters. The whole of them were promptly secured, and seemed completely cowed in the presence of an almost equal number of men in authority. Out of the twenty-three who left Montreal it was found that six had paid their fares before reaching Hull. The remaining seventeen, as before stated, were marched to the station and locked up for the night. The scene in the station was an unusual one for Ottawa. They were all locked up in the corridor and it was not deemed necessary to search them

## A NOISY NIGHT

was the consequence. The prisoners were pretty well loaded with whiskey, if not overburdened with other worldly goods. The majority of them finding themselves in captivity quietly submitted to their fate, but a few of the most noisy ones had to be separated from their companions and placed in separate cells. Mr. Graves, knowing what work the men of both forces had done, then invited them to the Grand Union, where he entertained them in a most hospitable manner.

## THE MEN'S EXCUSE

for not paying their way was that they had been engaged by a party in Montreal to go west to work on a railway contract, and that free fares was a part of the bargain. Most of them were evidently men without means, and could not have paid their way even if they were so inclined. The surmise among some parties last night was that they were the victim of some sharp shipping agent. The facts of the case will probably come out this morning before the police magistrate. Meantime the locked up ones will have every opportunity to dilute their bad whiskey with good water, which was supplied to them in copious quantities by Station Constable Moylan.

29/10/1884 *Ottawa Free Press**Pontiac Pacific Junction*

Mr. Henry Johnston, conductor on the Pontiac and Pacific Junction Railway sustained an accident last Saturday while coupling cars which necessitated the amputation of the thumb and first and second fingers.

29/10/1884 *Ottawa Citizen**Pontiac Pacific Junction*

Mr. Harvey Johnson, conductor on the Pontiac Pacific Junction Railway, on Saturday last sustained a serious injury while coupling cars. His left hand was caught between the buffers and the thumb and first and second fingers were crushed. They had afterwards to be amputated. He was taken to Sorel where his father, Dr. Johnson, lives. He is a brother in law of Mr. Armstrong, the contractor on the road.

30/10/1884 *Ottawa Citizen**Lachute*

THOSE NAVVIES - the Navvies arrested on Tuesday evening, to a certain extent seemed to have been victims to circumstances. The railway company was, no doubt, right in insisting that they should pay their fares or leave the train. On the other hand, subsequent events show that the men were only asking their just rights in demanding free conveyance. The party to blame in the whole matter is the shipping agent, a Mr. Cadaret, of Montreal, who guaranteed them employment and a free passage to the scene of work. At the Police Court yesterday His Worship held that they could not be prosecuted for trespass. Mr. MacTavish, who appeared for the railway company, proposed to lay information against them for another offense. Up to a late hour yesterday afternoon no action had been taken in the matter, and the men were set at liberty.

**31/10/1884 Almonte Gazette Lachute**

RIOTOUS SHANTYMEN ON THE C.P.R. - it was currently reported in Ottawa on Tuesday evening last that the express train, then almost due from Montreal, had been boarded by desperados, the postal car broken into and the mailbox rifled. It was soon seen however, that nothing of so serious a nature had occurred, and that the rumor had evidently originated in the fact that the city and Dominion Police authorities had been telephoned for by Divisional Superintendent Spencer to arrest a gang of men from Montreal who had refused to pay their fare and were cutting up drunken pranks on board the train. The police took a special train to Hull. It was feared that the riotous navvies would jump off at that point to avoid arrest. As soon as the special reached Hull thirty police boarded the Montreal train, which had already arrived, and, locking the doors of the car in which the festive excursionists were holding high carnival, quickly put to order, and kept possession of the coach till it arrived at the Union Depot. Here a posse Dominion Police were in waiting, and the gang, numbering about fifteen, were taken prisoners and marched to the police station. It appears that the men had been hired in Montreal by an agent to work on the Canadian Pacific Railway, Lake Superior district, and had boarded the train expecting their passages to be paid by the party who had engaged them. Shortly after leaving Montreal the conductor, on asking the men for tickets, was told that they had none and would not pay for their passage. The conductor, Mr. Williams, on reaching St Martin's Junction telegraphed to the divisional superintendent, Mr. Spencer, who immediately took measures to secure the arrest of the party. The trial took place yesterday, but we have not learned the result.

**31/10/1884 Almonte Gazette Kingston (CP) Renfrew**

The Kingston and Pembroke Railway is now completed to the villae of Renfrew' and the first train passed over the new road this week.

**31/10/1884 Renfrew Mercury Kingston (CP) Renfrew**

A K. & P. Railway train arrived within the village limits for the first time on Tuesday this week; when the rails were laid into Carswell's field, near the roundhouse. The trestle bridge, built alongside and connected with the C.P.R. trestle bridge over Smith's Creek, will not be completed until Saturday of next week; and until after that time the K. & P. trains will not run across Main street.

**03/11/1884 Ottawa Free Press Ottawa City Passenger**

A cart laden with sawdust, while coming up Wellington street this afternoon, was run into by car No. 9 of the street railway at Stewart & Fleck's foundry, breaking the two hind wheels.

**04/11/1884 Ottawa Citizen Prescott Chaudiere**

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

**05/11/1884 Kingston Daily British Whi Kingston (CP)**

A "Special's" Movement

Renfrew - the new K. & P. RR. round house is receiving a coat of paint and looks well. It is a building that the company can feel proud of. Sidings are being built and a turn table is being constructed. The track is not yet laid to Renfrew station. Next Wednesday the trestle across Smith's Creek will be ready for the track and the first train will run to Renfrew station on Thursday or Friday night at least. Upwards of 200 men are working on the road between Renfrew and Calabogie. The citizens are pleased with a connection with Kingston and look for a revival of trade as soon as the line is open. The telegraph wires are strung from the city to this town. By the first of December regular trains will be running.

**05/11/1884 Brockville Recorder Kingston (CN)**

Rumour has it that the double line of track on the Grand Trunk Railroad between Kingston and Montreal has been temporarily abandoned. In the summer of 1883, many special trains ran, but tonight there were so few that extra accomodation is not regarded as necessary. Could this be due to competition from the recently opened Ontario and Quebec line. Ed.

**07/11/1884 Ottawa Free Press Ottawa City Passenger**

Owing to the frozen state of the road down on the Chaudiere the street cars are running only as far as McDougall & Cuzner's hardware store on Duke street today. The tracks are covered with frozen mud from the above named place to the terminus of the track. At about nine o'clock Wednesday night two cars of the street railway collided at the corners of bank and Sparks streets. No damage of any account was done. The occupants of the cars merely got a good shaking up.

**07/11/1884 Almonte Gazette Lachute**

The fifteen Montreal navvies who were caught "jugged" at Ottawa on Tuesday night of last week for refusing to pay their fares on the C.P.R. were liberated the next night. No charges could be entered against them. When they refused to pay the conductor that official should have put them off the train, that being the penalty in such a case. The conductor, however, had only a few men to assist him and was consequently unable to inflict the penalty.

**07/11/1884 Almonte Gazette Carleton Place Ottawa Union**

SERIOUS ACCIDENT TO A BRAKESMAN. - A brakeman on the Canada Pacific Railway named Blaikley was knocked from a car by a telephone wire last Monday forenoon at Union station, Ottawa, while engaged in shunting operations. He received a terrible gash on the head and neck from coming in contact with the wire, and lies in a critical condition. An action will likely be brought against the telephone company for placing their wires so near the ground.

**07/11/1884 Almonte Gazette Belleville Perth**

The Perth car shops have an order for converting 200 flat cars into box cars. There arr about seventy men employed in the car shops.

**07/11/1884 Almonte Gazette Chalk River Pakenham**

LOST A FINGER. - Whilst coupling cars at Pakenham lasr Friday night, Mr. William Anderson, brakeman (of Bennies Corners), had the index finger of his right hand taken off at the first joint. An Arnprior physician laferwards amputated it between the first and second joints.. Mr. Anderson will be off work for a month or so as a result.

**07/11/1884 Brockville Recorder Chalk River Chalk River**

A young man named Kiltie, engaged on the CPR at Chalk River some 120 miles above Ottawa, has gone deranged and wandered off into the woods. It is feared he has perished.

**11/11/1884 Hull, Vallee d'Ottawa Pontiac Pacific Junction**

La pose des rails sur le chemin de fer de Jonction du Pacifique se fait aujourd'hui rapidement. On atteindra Quio vers la fin de ce mois. Les dernieres pluies ont beaucoup empeche l'avancement des travaux.

**13/11/1884 The Equity, Bryson Pontiac Pacific Junction**

Editorial on the route chosen.

**13/11/1884 The Equity, Bryson Pontiac Pacific Junction**

It is reported work will be completed to a point two miles below Quyon village by the end of this week. As it is here where the line will turn off to take either back or front routes, operations will likely cease for a while until the route is definitely settled upon.

**14/11/1884** *Ottawa Citizen* *Pontiac Pacific Junction*

The Directors of the Pontiac Pacific Junction Railway have made arrangements with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter line which will be used as far as Quio until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

**14/11/1884** *Brockville Recorder* *Westport* *Farmersville*

Farmersville town hall was completely filled Monday afternoon by influential gentleman interested in the building of the Brockville, Westport and Sault Ste. Marie Railway. Dr. Preston, MPP, presided.

**15/11/1884** *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

La construction de la station de Breakenridge, sur le chemin de Pontiac et Pacifique se poursuit avec rapidite. La station qui devait etre construite sur la terfe de M. Riope at Black Bay, Eardley sera placee a la demande du plus grand nombre, au chemin de Black Bay.

**15/11/1884** *Ottawa Citizen* *Kingston (CP)*

By the first of December next Kingston and Renfrew will probably shake hands over the iron rails. The work on the Kingston and Pembroke Railway has been pushed well ahead. The road has been ballasted and the rails laid within three miles of the up river point and it is expected that through traffic will be in operation by the first of next month.

**21/11/1884** *Almonte Gazette* *Kingston (CP)*

Brakesman Moss, of the Kingston and Pembroke line, slipped off a car at Harrowsmith. The wheels passed over his chest and he died shortly afterwards.

**21/11/1884** *Almonte Gazette* *Chalk River*

The terminus of the Ontario Division of the C.P.R. has been changed from Smith's Falls to Carleton Place.

**21/11/1884** *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The K. & P. telegraph line was connected to the Renfrew telegraph office on 10th inst. Ballasting is being proceeded with rapidly, some two hundred men being at work. Trains may ne running regularly by the end of the month.

**22/11/1884** *Hull, Vallee d'Ottawa* *Buckingham*

Les travaillerus sur une seccion de l'embranchement du chemin de fer en voie de construction sont mis en greveau commencement de las semaine et ont demande a M. Raphael des gages plus eleves. M. Raphael n'a pas voulu a rendre a leur demande et ils ont ete obliges de raprendre l'ouvrage aux memes conditions.

**25/11/1884** *Ottawa Free Press* *Ottawa City Passenger*

The street railway cars, owing to the frozen mud at the first Sussex street switch jump the track almost every trip.

**27/11/1884** *The Equity, Bryson* *Pontiac Pacific Junction*

Further editorial on the route.

**27/11/1884** *The Equity, Bryson* *Pontiac Pacific Junction*

P.P.J. Railway. - The line it is expected will be pushed to Quyon by the end of the present week and we understand that the contractors have made an arrangement with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter, which will be used as far as the Quyon until such time as the Pontiac line obtains its own. (Times).

**28/11/1884** *Ottawa Free Press* *Chaudiere* *Chaudiere*

Improvements are being made at the Canada Atlantic depot, Chaudiere, to facilitate the shipment of lumber during the winter months. Two new plank walks have been constructed and rails laid, for the accommodation of five trains side by side.

**28/11/1884** *Renfrew Mercury* *Kingston (CP)* *Renfrew*

The K. & P. Rails were laid across the village streets early this week; and trains of that line now run into the C.P.R. station yard. The first through shipment of freight from Kingston, by the K. & P. Railway, was made this week, - a car load of pressed hay for Mr. S. McDougall. The hay was purchased in the neighbourhood of Kingston; was brought to Renfrew as far as the roundhouse and transhipped in wagons from there to a C.P.R. car. It was destined for North Bay for the C.P.R. Company. Mr. McDougall says the cars of the K. & P.R. Company are too small.

**29/11/1884** *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

trains between City and Depot

Mr. T. Hanley is notified that on and after Dec. 1st a train will be run between the city and the Grand Trunk depot, connecting with the expresses going east and west. Travellers can buy their tickets in the city, step on the train at the foot of Brock Street, and proceed west without further delay.

**29/11/1884** *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

M. l'ingenieur du gouvernement a l'inspekte le chemin de Jonction de Pontiac et du Pacifique. Le chemin est maintenant construit sur une distance de 22 milles, et les trains de passagers et de fret doivent commencer a circuler le dix decembre prochain depuis Aylmer jusque'a Quio.

**01/12/1884** *Kingston Daily British Whi* *Kingston (CP)*

[Editorial mentions low-wage Italian and Chinese railway workers, not transcribed]

**03/12/1884** *Ottawa Citizen* *Carleton Place* *Chaudiere*

The exhibition car of the Canadian Pacific Railway containing samples of agricultural produce from Manitoba and the North-West will arrive at the Union Station today and will be open to public inspection for a couple of days.

**04/12/1884** *The Equity, Bryson* *Pontiac Pacific Junction*

It is said that passenger trains will commence to run on the Pontiac Railway between Aylmer and Quyon village this week, but as to how often it is not yet known. The people of Quyon are to be congratulated on securing this convenience at last. We hope it will not be long until we have th eopportunity of chronicling the arrival of the "iron horse" at points further up the line.



NOTES FROM AYLMEER. From our own correspondent.

Though commercial matters have been more than unusually brisk for the past few weeks still I am unable to recall much that is of more than local interest, or that could fairly claim even the cursory attention of your readers Things have been going on in the quiet and accustomed manner, being only occasionally disturbed by the happening of some new accident on the Junction Railway, or some little story of more than ordinary pungency not perhaps intended as complimentary to those immediately concerned. The good natured people of Pontiac are no doubt anxiously awaiting the completion of the railway that has been promised them so long, and they may derive some encouragement from the reasonable inference that the construction of the first thirty miles assures the completion at no very distant date of the entire road. Yet when the road will really be finished is still uncertain; the enterprise is beset with many difficulties, some of which are attributed to the absence of capital. The portion already completed has been inspected by men of much experience in railway matters who, I believe, have spoken very highly of the permanency and general stability of the work and the running efficiency of the road. And it must be confessed that Mr. Armstrong, the contractor, though harassed in many ways has had the work done in a very creditable manner. Arrangements have been made providing for the running of passenger trains between Aylmer and Quyon, which, it is said, are to come into operation during the present week, to the great delight of the inhabitants of Onslow. It is to be hoped that those engaged to secure the right of way will use more caution in the county of Pontiac than they did in the township of Eardly, where much trouble and annoyance could easily have been avoided by the smallest concessions on the part of the company.

05/12/1884    *Renfrew Mercury*                      *Pontiac and Renfrew*                      *Kilroy mine*

The Bristol correspondent of the Pontiac Advance says that the iron mine at Kilroy's has at present only sixteen men and three spans of horses at work; but these are steadily mining the ore. As soon as ice can be made, teams will be engaged to draw the ore to Braeside. Next year it is intended to build a horse railway from the mines to the river - distant three miles - and then by steam barge the cars will be conveyed across the river and put upon the C.P.R. track.

05/12/1884    *Renfrew Mercury*                      *Pontiac Pacific Junction*

The directorate of the Pontiac Pacific Junction Railway Company have made arrangements with the C.P.R. for use of a certain amount of rolling stock belonging to the latter line, which will be used as far as Quyon until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

05/12/1884    *Renfrew Mercury*                      *Kingston (CP)*                                      *Renfrew*

The three \$1,000 debentures issued by this village, for the payment of the bonus granted to the Kingston and Pembroke Railway, were sold on Saturday to Miss Jane Robertson, of Kingston, at 103 1/2c. on the dollar. There were other tenders, from local men, at 90c., 100c., and 101c.

05/12/1884    *Ottawa Citizen*                                      *Chaudiere*                                      *Chaudiere*

The Canada Atlantic Railway in order to accommodate their largely increased traffic in the shipment of lumber have laid extra tracks at their Chaudiere Depot. This will very much facilitate the movement of lumber during the winter months.

05/12/1884    *Ottawa Free Press*                                      *Buckingham*

--the new railway being constructed from the C.P.R. main line to Buckingham village, will afford the workers every convenience.

06/12/1884    *Ottawa Free Press*                                      *Pontiac Pacific Junction*                                      *wood*

A gentleman from the Quio reports operations brisk on the Pontiac and Pacific Junction R.R. Work on the track has been suspended for the winter, but most of the men are now employed getting out ties and chopping wood for the company.

08/12/1884    *Ottawa Citizen*                                      *Buckingham*                                      *Buckingham Branch*

Buckingham Branch.

Mr. T. Raphael, contractor for the Buckingham branch of the CPR was in the city Saturday last. Mr. Raphael says the work is progressing favourably and the roadbed will be finished this week. The track will be laid without delay upon completion of the roadbed so that the branch will be in operation at an early day. It will prove a great boon to the phosphate miners and the people in that section, enabling them to escape a piece of the most wretched road in the country, rendered so by the great number of heavily laden teams from Buckingham village to the C.P.R. station on the main line. Mr. Raphael deserves much credit for the speedy manner in which he has pushed forward this contract.

09/12/1884    *Ottawa Citizen*                                      *Canada Atlantic*                                      *Elgin street*

Sir John MacDonald arrives at the Canada Atlantic station at noon today. No doubt there will be a large and enthusiastic number of people present to welcome him back from England. A band will be in attendance and an address will be presented by the Liberal-Conservative Association. There is a description in the next day's paper. The train was 30 minutes late.

## Railway Development

Another Twenty Miles Added to the Network.

The Directors of the Pontiac and Pacific Railway take a trip on the Completed Portion of their Line.

This is essentially an age of railways and those who fail to make hay while the sun shines in the way of railway enterprise must of necessity fall behind in the march of progress. It is within the recollection of comparatively young people when the St. Lawrence and Ottawa Railway controlled the trade of the Ottawa district and ran its lightning expresses. Now the "snort of the iron horses" is heard on all sides of the city, over forty passenger trains arriving and an equal number departing daily, in addition to innumerable freights and specials. The Capital is in fact the centre of a system surpassed only by that of the Queen City in the west. The latest addition to the Ottawa valley network is the first twenty miles of

## THE PONTIC AND PACIFIC RAILWAY

commencing at Aylmer and running as far as the Quyon. Yesterday the first passenger train ran over the line, having on board, Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, Warden of the County of Ottawa; Mr. R. White, Montreal Gazette; Mr. W.J. Conroy. Mr. W. McAllister and Mr. George Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, Speaker of the Quebec Legislature; Dr. Collar Church; Mr. C.N. Armstrong, the contractor; Mr. Shirley, his Chief Engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor; Mr. Panghorn, the superintendent of construction; and a representative of the Citizen. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa River so far as Breckenridge, the scene of the recent farce where the Riot Act was read in the glare of the noon day sun as the "mob" were quietly engaged in munching their mid-day meal. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting.

## THE FIRST STATION

is on the Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of comfort. The bridge here is built with steel plate girders. The station is named after Mr. Breckenridge, who from the first has been friendly disposed towards the contractor, assisting rather than retarding his work. This is in striking contrast with the conduct of others equally as much interested in the completion of the road. Leaving this point the road passes through the heart of one of the richest farming districts in the Ottawa Valley. The land is as level as the prairie and the farmers are all wealthy and have well stocked farms. as many as 80 head of cattle were observed on one farm. The next station is named Eardly after the township in which it is situated and is distant from Aylmer about fourteen miles. In this district Ferris' creek is spanned by a substantial pile bridge.

## CONSTRUCTED ON A NEW PRINCIPLE

by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts, and faced with cedar plank. The timber used in this and all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and Mr. M.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity - a stock farm of 600 acres. Several gullies are then encountered, one the McLean gully, crossed by a trestle bridge 300 feet in length. Two miles from this point the road passes from Ottawa County into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station,

## THE PRESENT TERMINUS

of the line, and distant between 20 and 21 miles from Aylmer. The route from this point has not yet been definitely settled, there being three to choose from. Whichever one is selected will run in the direction of the Chats Rapids, the head of thirty miles of navigation and the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract bind the contractor to make the survey, locate the route, design and build all structures, and iron the road ready for rolling stock, subject to the approval of the Dominion and Provincial railway inspectors, both of whom have already passed over the completed portion and expressed themselves satisfied with the result. The contract was signed in June last and considering what the contractor had to contend against he has done well. Very

## FAVOURABLE REPORTS

have been made of the work by Mr. Walter Shanly, C.E., and Mr. Peterson, C.E. The road bed is particularly good, and when the final ballasting is put on will be one of the best in the Dominion. It is destined to be a fast road too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa where there is a depth of 52 feet of water has been abandoned and a new one adopted with a maximum depth of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and we understand, will put on

## A SERVICE NEXT WEEK

This will be hailed with delight by the people of Quyon and the district tapped. The party returned to Aylmer at two o'clock and enjoyed the hospitality of Mr. Armstrong at Mrs. Richie's hotel, where a capital lunch was served up and the wine flowed freely. Hon. Mr. Church proposed the health of the contractor, referring in warm terms the manner in which he had done so far his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a next speech, at the conclusion of which, he expressed the hope that by this time next year the same party would gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

The firm of Soper and Ahearn, of this city, constructed the telegraph line in connection with the road, as well as supplied the various stations with the necessary instruments. It is needless to add that the firm carried out the contract creditably, as all work undertaken by that firm is always excellently done.

## OPENING A NEW RAILROAD.

First Train Over the Pontiac Pacific to Quyon.

## A FINE AGRICULTURAL COUNTRY.

The Stations and Bridges - The extension to Pembroke.

(From our own correspondent)

Ottawa, Ont December 9. - The first passenger train passed over the Pontiac Pacific Junction railway to-day from Aylmer to the Quyon, formally opening the first twenty miles of the road. The passengers were Hon. L. R. Church, the president; Mr. Peter White, M.P. Mr. Hector McLean, warden of the county of Ottawa; Mr. H. White, Montreal; Mr. W.J. Conroy, Mr. McAllister and Mr. Geo. Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, speaker of the Quebec legislature; Dr. Collar Church, Mr. N. Armstrong, the contractor, and Mr. Shirley, his chief engineer; Mr. Harris, the company's engineer Mr. W.R. Kenny, the company's solicitor, and Mr. Pangburn, superintendent of construction. The train left Aylmer at 11 o'clock a.m., and ran alongside the Ottawa river as far as Breckenridge. Several creeks are crossed by culverts and bridges, substantially built, and the scenery in every direction is varied and interesting.

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## FROM QUYON TO THE CHATS RAPIDS

three routes were open, and the directors it is understood have chosen that known as the front line. This point is at the head of 30 miles of navigation, and is the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract with the company bind the contractor to make the survey, locate the route, design and build all structure and iron the road ready for the rolling stock, subject to the approval of the Dominion and provincial railway inspectors, both of whom have already passed over the completed portion and express themselves satisfied with the result. The contract was signed in June last, and, what the contractor had to contend against, he has done well. Very favourable reports have been made of the work by Mr. Walter Shanley, C.E. and Mr. Petersen, C.E. The roadbed is particularly good, and when the final ballasting is put on will be one of the best built in the Dominion. It is destined to be a fast road, too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature.

## THE OTTAWA BRIDGE

The old site of La Passe for a bridge over the Ottawa, where there is a depth of 52 feet water, has been abandoned and a new one adopted with a maximum depth of 26 feet. The contractor has privilege of running passenger and freight train over the road until it is finally completed, and will put on a service next week. This will be hailed with delight by the people of the Quyon and district. The party returned to Aylmer at 2 o'clock, and enjoyed the hospitality of Mr. Armstrong, at Mr. Ritchie's hotel, where a capital lunch was served up. Mr. Church proposed the health of her contractor, referring in warm terms of the manner in which he had so far done his work and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a neat speech, at the conclusion of which he expressed the hope that by this time next year the same party would again gather round the festive board at Pembroke, and celebrate the completion of the line, bridge and all.

10/12/1884 *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

L'entrepreneur du chemin de fer de Pontiac a invite hier les directeurs de la compagnie a faire une inspection de cette voie ferrée. MM. Church, Wurtele, White et quelques autres en consequence, pris passage sur un train special et ont visite toute la ligne depuis Aylmer jusqu'a Quyon. Ils sont revenus platement satisfait de leur excursion.

11/12/1884 *Ottawa Free Press* *Pontiac Pacific Junction*

A serious accident occurred yesterday evening on the Pontiac and Pacific Junction Railway. As Chas. McDougall, was coupling cars at Black Bay station, his hand was caught between the connecting trains and fearfully mangled.--

11/12/1884 *Hull, Vallee d'Ottawa* *Buckingham*

M. Raphael, l'entrepreneur de la branche de Buckingham, a notifie les autorites de Pacifique que lundi prochain (15) le terrassement sera pret pour la pose des dormants et des rails.

12/12/1884 *Ottawa Citizen* *Chaudiere* *Richmond Road*

The Canada Atlantic Railway Company, with commendable enterprise, have just erected a neat passenger station at the end of the Chaudiere branch at Richmond Road. This will be a great convenience to the travelling public, and shows that the company are determined to do all in their power for the convenience of their patrons. Check this date s/b 1883?

12/12/1884 *Ottawa Citizen* *Pontiac Pacific Junction* *Quyon, Aylmer*

The construction train of the Pontiac and Pacific railway on Tuesday night brought down to Aylmer from Quyon nearly ninety passengers. This looks as though there will be considerable passenger travel when the road is open.

12/12/1884 *Renfrew Mercury* *Eganville* *Eganville*

A meeting of ratepayers was held in the City Hotel, Eganville on Saturday evening last, to consider the best means to induce the Kingston and Pembroke Railway Company to build a branch line from Renfrew to Eganville. More.

12/12/1884 *Renfrew Mercury* *Kingston (CP)*

Messrs. P.S. Stewart and George Eady Jr, the Reeve and Treasurer of the village - went to Kingston this week to settle the debenture business with the K. & P.R. Co. The trip was made through from Renfrew by K. & P.R., - a special train taking them to Calabogie overnight. They were accompanied by Mr. A Smallfield of the Mercury, who is taking a small trip for the benefit of his health.

12/12/1884 *Ottawa Citizen* *Pontiac Pacific Junction* *Black Bay*

Serious accident - On Wednesday (10/12) as Mr. Charles McDougal, a nephew of ex-Ald McDougal of this city, was coupling cars on the Pontiac and Pacific Railway at Black Bay station. His right hand was caught between two cars and fearfully mangled. He was taken to Aylmer, where he is now under the care of Dr. Church. It is feared that it will be found necessary to amputate the injured hand.

12/12/1884 *Almonte Gazette*

*Kingston (CP)*

*Eganville*

RAILWAY TO EGANVILLE. - the residents of Eganville had a public meeting lately, at which the best means of securing a branch of the K.&P.R.R. from Renfrew to that Village was discussed. Committees were appointed to ascertain what bonus the Ontario government will give, and on what terms the company will construct the branch, providing the municipalities grant \$15,000. When this information has been obtained, another meeting will be held.

12/12/1884 *Almonte Gazette*

*Kingston (CP)*

TRAIN ON FIRE. - an exciting event occurred on the Kingston and Pembroke railroad out-bound train last Thursday afternoon. One of the passengers had a valise which contained some kind of chemicals that heat affected, and while the train was running at a good rate of speed an explosion occurred. About 30 people were in the car, and a great commotion followed. The fire communicated to the seats, three of which were burned, and, but for the efforts of the trainmen and passengers, who applied snow in absence of water, the coach would have been destroyed. The contents of the valise are unknown.

12/12/1884 *Ottawa Free Press*

*Chaudiere*

*Chaudiere*

The Canada Atlantic Railway have erected a neat and sufficiently commodious passenger depot at the Chaudiere station.

17/12/1884 *Kingston Daily British Whi*

*Kingston (CP)*

*Calabogie*

City and Vicinity

The Italians Paid Off

Mr. N. E. Parent, K.P.R.R., returned from Calabogie yesterday, where he paid off seventy-five Italians, who had been working on the road between Renfrew and Calabogie

18/12/1884 *The Equity, Bryson*

*Pontiac Pacific Junction*

OPENING OF THE PONTIAC RAILWAY

The first passenger train passed over the Pontiac Pacific Junction Railway last Tuesday week from Aylmer to the Quyon, formally opening the first twenty miles of the road. The passengers were Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, warden of the county of Ottawa; Mr. R. White, Montreal, Mr. W.J. Conroy, Mr. McAllister and Mr. Geo. Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, speaker of the Quebec legislature; Dr. Collar Church, Mr. C.N. Armstrong, the contractor, and Mr. Shirley, his chief engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor and Mr. Pangburn, superintendent of construction. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa river as far as Breckenridge. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting. The first station is on Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of compactness. The bridge here is built with steel girders. Leaving this point the line passes through the heart of one of the richest farming districts in the Ottawa valley. The land is as level as the prairie and the farmers are all wealthy and have wells stocked farms. As many as 80 head of cattle were observed on one farm. The next station is named Eardley, after the township in which it is situated, and is distant from Aylmer about 14 miles. In this vicinity Ferris creek is spanned by a substantial pile bridge, constructed on a new principle by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts and faced with cedar plank. The timber used in this and in all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and N.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name of a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity, a stock farm of 600 acres. Several gullies are then encountered, one - the McLean gully - crossed by a trestle bridge 400 feet in length. Two miles beyond this point the road passes from Ottawa county into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station, the present terminus of the line, and distant between twenty and twenty-one miles from Aylmer. From Quyon to the Chats Rapids three routes were open and the directors, it is understood, have chosen that known as the front line. This point is at the head of 30 miles of navigation, and is the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract with the company bind the contract to make the survey, locate the route, design and build all structures and iron the road ready for the Dominion and provincial railway inspectors, both of whom have already passed over the completed portion and expressed their satisfied with the result. The contract was signed in June last, and, considering what the contractor had to contend against, he has done well. Very favourable reports have been made of the work by Mr. Shanly, C.E. and Mr. Peterson, C.E. The roadbed is particularly good, and when the final ballasting is put on will be one of the best built in the Dominion. It is destined to be a fast road, too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa, where there is a depth of 52 feet of water, has been abandoned and a new one adopted with a maximum depth, of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and will put on a service next week. This will be hailed with delight by the people of Quyon and district tapped. The party returned to Aylmer at 2 o'clock, and enjoyed the hospitality of Mr. Armstrong, at Mrs. Ritchie's hotel, where a capital lunch was served up. Hon. Mr. Church proposed the health of the contractor, referring in warm tones to the manner in which he had so far done his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a neat speech, at the conclusion of which he expressed the hope that by this time next year the same party would again gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

19/12/1884 *Ottawa Citizen*

*Sussex Street*

Lett awarded \$5,800 in his suite against St. L&O for the loss of his wife.

26/12/1884 *Renfrew Mercury*

*Kingston (CP)*

*Renfrew*

The Kingston Whig says:- "Thomas Ridout has returned from his inspection of the K. & P.R.R. between Calabogie and Renfrew. He expresses satisfaction with the way the work has been performed. Now that the road has been officially examined, when will the opening occur, and when will Renfrew and Kingston, commercially speaking, shake hands."

During the past two weeks workmen have been engaged in putting up a small but neat railway station for the K. & P. Railway on the village side of the rails at the point where the roadway to the C.P.R. station breaks out into a common. The new building is large enough for a waiting room and a freight office; and is built in the popular semi-Swiss-Cottage style. The first of the regular trains was expected on Monday but did not come.

26/12/1884 *Renfrew Mercury*

*Belleville*

*Perth car shop*

The number of employees in the car shops here will be reduced to the old quota of 35, notices of dismissal being served on 56 last Saturday. The reduction takes place on Saturday of this week. By this action many good men are thrown out of employment, who some time ago left good jobs and steady work to enter the shops. Those remaining are to work eight hours a day. Perth Expositor.

31/12/1884 *Ottawa Citizen*

*Kingston (CP)*

The new Kingston and Pembroke line from Kingston to Renfrew having been completed so far as to allow the running of an excursion train on the line. Yesterday a party of some 75 gentlemen from Renfrew, including the Reeve and Councillors of Renfrew, left for Kingston by special train, where they were entertained by the citizens of that place. A number of gentlemen met the party at Renfrew.