

# Local Railway Items from Area Papers - 1886

*01/01/1886 Almonte Gazette*

*Chalk River*

*Almonte*

A PAINFUL ACCIDENT. - on Friday evening last Mrs. Townend, wife of Mr J. Townend, photographer, of this town, arrived with her two children and some friends on the train from the south, and on endeavoring to leave the car Mrs. Townend, who was carrying her little girl about three years of age, went down between the platform and the train, one wheel of which passed over the child's leg and almost severed it. Numerous stories are afloat as to how it happened, but we believe the following will be found to be correct: Mr. John Gilmour, a brother of Mrs. Townend's, carried one child - a boy - from the train, and just as he reached the platform the train started, before Mrs. Townend could get off. Mr Gilmour threw the child he was carrying on to the platform and turned around to help his sister, but in spite of his efforts she went down between the front of the platform and the moving car, taking the child with her. Mrs. Townend escaped by being held by main force until the train had passed, when mother and child were held up, and it was found that the poor little girl's leg was hanging by the skin. The child was at once taken to Dr. Burn's surgery, but the Dr. being out of town, she was taken home and Drs. McFarlane and Lynch were soon in attendance and amputated the leg above the knee. Little Maggie bore up very bravely and was perfectly conscious until the chloroform was administered. She is doing as well as can be expected. Mrs. Townend received a slight injury to her back. The wonder is that both were not killed. The universal expression was one of astonishment that an accident had not happened before, as it does not appear to be the duty of any person to see the passengers of the train, and thus the parties getting off and those getting on get jammed up together on the steps, whilst a crowd of spectators prevent a comfortable and safe landing on the platform. We must do Mr. Martin the justice to state that he appears to do his very best, but he wants to be backed up by a force that at present is lacking. We hear that a suit will be entered against the company for damages.

\* \* \*

A large crowd gathers at the station here every night and press forward to the cars as soon as they arrive, making it difficult for passengers to get on or off the train. Nine out of ten of the aforesaid crowd have no earthly business at the station - they simply go to see and be seen. By doing so they greatly increase the possibility of such accidents as occurred on Christmas evening. If they will only give this matter careful thought they will see the folly of their conduct, and in the future refrain from making themselves nuisances to the traveling public. On public holidays Mr Martin would require a posse of police to give a passageway clear for passengers. A little thoughtfulness, gentleman, (yes, and ladies too) may often be the means of avoiding serious trouble in this matter.

*01/01/1886 Renfrew Mercury*

*Kingston (CP)*

*Kingston*

The car works, which were established some three years ago at Kingston, and which cost \$62,000, have been sold to the Kingston and Pembroke Railway Company for \$12,000.

*06/01/1886 Ottawa Citizen*

*Carleton Place*

It is said that on the 10th June the first through passenger train will be started by the C.P.R. for Vancouver, British Columbia.

*06/01/1886 Ottawa Citizen*

*Canada Atlantic*

The Canada Atlantic Railway will commence today a new train service, connecting with the D. and H. and the C.V.R. via Rouse's Point, and securing a through passenger route between Ottawa, Boston and New York. Through Pullman sleepers will be run between Ottawa and Boston, and Ottawa passengers for New York will change Pullmans at St. Albans where twenty minutes is allowed for refreshments. This route offers exceptional advantages and will undoubtedly become very popular. For full particulars see advertisement in another column.

*07/01/1886 The Equity, Bryson*

*Pontiac Pacific Junction*

Mr. A.L. Light, inspector of railways for Quebec province, and Mr. Ridout, inspector of railways for the Dominion, were inspecting the P. & P. J. Ry., last week from the twenty-first to the thirty-first mile.

The weather has been, for the past few days very auspicious for track laying which is being proceeded with at a rapid rate.

*07/01/1886 Ottawa Free Press*

*Westport*

*Brockville*

Brockville, Jan 7. At a meeting of the directors of the Brockville, Westport and Sault Ste. Marie Ry. held here yesterday, a contract was closed with Robt. G. Harvey [sic] for the construction and equipment of the line. The division from Brockville to Westport, 50 miles, must be completed by the 10th of January 1887 and the first sod will be turned at Newton on Monday the 11th inst. at 11 a.m., and similar ceremonies at Westport at 4 p.m. When the whole line is completed it will make the shortest possible connection between the Northern Pacific and the New York and New England. Then, to complete the connection, it is intended to bridge the St. Lawrence river at this point.

## THE PONTIAC AND PACIFIC

An Interesting Sketch of a Railway Enterprise in Pontiac County - How the Road has Been Built.

(From a correspondent.)

Quyon, January 6th. - near the road between Quyon and Shawville a field is pointed out to the traveler by the old residents, where grading operations were begun some twenty-five years ago. Just before an election some political gentleman organized a pic nic, got together some shovels and wheelbarrows, hired some laborers, and in the presence of the assembled agriculturalists and villagers of Pontiac, played at building railway all one summer's day. Whether the several candidates laid off their coats and demonstrated their zeal in the work of providing railway facilities for the county, and whether the contest was decided by the number of barrow loads run out by the respective applicants for popular confidence, your correspondent cannot say. Many other vicissitudes appear to have attended the project. Many lines were run - the Front line and the Back line, the Brand's Line and many combination lines. By some irony of fate, no one was ever able to work in the grade made on the day of the pic-nic. The level land north of the Ottawa, between Aylmer and the Quyon river, is bounded at the distance of one to three miles from the river by the bold unbroken range of the Blue Mountains, and the best that engineering ingenuity could do over this part of the line was to locate it on a tangent. But further west much room for diversity of opinion existed, and all the opinions that there was room for appear to have found entertainers. Actual construction began at Aylmer two or three years ago, but very little progress was made until last year, when a contract was led to Mr. Armstrong by the company which had secured from the Government the right of building the road. This contract was for the construction of the whole line to Pembroke and under its provisions the road was completed to a point near Quyon village, twenty-one miles from Aylmer. Depots were built at Black Bay and Eardley, and an unreliable train service was maintained during the winter. In regard to the further location of the line, the differences of opinion heretofore noted, came into conflict. Mr. Armstrong wished to locate the line on the map with a ruler; local interests clamored for its deflection for their accommodation. The end was that Mr. Armstrong was induced by pecuniary arguments to surrender his contract, and the personnel of the company underwent radical changes.

On the 12th of December, 1884 I find in the report of the Department of Railways and Canals, that an order-in-council was passed authorizing a contract to be made with the Pontiac and Pacific Junction Railway company for the building of a line from Aylmer or Hull to Pembroke, crossing the Ottawa west of Lapasse. The whole to be completed by the first of July, 1887. A subsidy of \$3,200 per mile to be paid to the company by the Dominion Government. The company also being in receipt of a subsidy of twice that sum from the Government of Quebec. Of this company, the Hon. L. Ruggles Church is President; H. J. Beemer Esq., Vice-President and Managing Director, and J. Day McDonald's, Esq., Secretary Treasurer. The position of Chief Engineer is held by W. Dale Harris, Esq. and he has had associated with him in the work of location and in charge of construction, Messrs. Dunn, McMillan, Hibbard, Cunningham, Brunel, Tomlinson, McGregor and others. Active construction recommenced about August 20th of this year. The link of three miles from the end of track to the Quyon river was built by a force in the employ of the company under the general direction of Superintendent of Construction A. H. Legge, assisted by Messrs. Pangburn, Wright and Heath. The bridge over the Quyon, a neat and substantial girder structure, resting upon stone foundations, was built by the Dominion Bridge Company of Lachine. The first seven miles of grading west of the river, including two exceptionally heavy cuts, with fills to match was led to Messrs. O'Neil and Campbell, who covered the ground with a heavy outfit of men, teams and plant, and in spite of the difficulty of working the worst of clay in the worst of weather, succeeded in keeping clear daylight between the end of the track and themselves, and have had for some time past their whole contract finished. The next two miles were graded by Messrs. Sims and Slayter, also a section of four miles further on. They also have folded their tents and departed for fresh fields. An intermediate section of four miles was created by a local man, Mr. James Hodgkins, who, although a comparatively new man in the business, has put through his work with great pluck and persistency, and is so well satisfied with the results that he is now reported to be like Oliver twist, asking for more.

Tracklaying under the superfcion of Mr. Jos. Leslie has advanced to date about nine miles from the Quyon river, and to within four miles of Shawville. The station buildings at Quyon, Bristol and Shawville are near completion. The fencing, with slight exception, is finished, and telegraphic and telephonic communication well underway; and all indications seem now to point to the conclusion that the communication waited for by a whole generation, who died without the sight, is at last to be reached.

Messrs. Light and Ridout, inspectors on behalf of the Government of Quebec and the Dominion, respectively, were to the end of the track recently, and signaled their approval of the style of construction. The location of the balance of the line, from Shawville to Pembroke, has been pretty definitely fixed, subject to the disturbing influence of future General elections.

When completed the road will be a most valuable local one, and moreover a short line between Pembroke and Ottawa, running nearly straight, whereas the Canadian Pacific follows two sides of a triangle by going to Carleton Junction. That it can maintain a permanent independent existence in the face of the manifest destiny of all other roads to be swallowed by the great ogre of the country seems more than doubtful. But whether or not it's construction will mark an era in Pontiac county; and let us hope that it's future history may fulfill the fondest aspirations of those who engineered the picnic in 1860 or thereabouts.

NAVVIE

**08/01/1886** *Almonte Gazette* *Kingston (CP)* *Renfrew*

Arrangements are being made for the erection of a 25,000 bushel elevator along the K.&P.R. at Renfrew.

**09/01/1886** *Ottawa Free Press* *Canada Atlantic*

In today's Canada Gazette appears an application to parliament from the Canada Atlantic railway, for power to extend their railway to the lumber districts around the city of Hull and Chaudiere; to issue further mortgage bonds and to extend the time for the completion of the railway.

**11/01/1886** *Athens Reporter* *Westport*

Sod turning at Newboro and Westport Ground was broken at Newboro by Mrs. R. H. Preston on the construction of the BW and Northwestern Rwy. (should be BW&SSM Rwy.) while Mrs. Fredenburgh (wife of W.H. Fredenberg, Director) turned the first sod at Westport.

**14/01/1886** *Brockville Recorder* *Westport* *Newboro*

Sod Turning at Newboro Brockville Recorder

Newboro, January 11 Monday. The first sod of the Brockville & Westport Railway was turned here at 11 o'clock today by Mrs. Preston, wife of the President (R.H Preston was probably the Vice-President as Clarkson Jones was President in March 1886).... There was a large crowd. The band was present.

**14/01/1886    *The Equity, Bryson*                      *Pontiac Pacific Junction***

Mr. Beemer and the executive generally of the P. & P. J. Ry. are using almost super human efforts to reach Shawville with the iron. When the inclemency of the weather is taken into consideration ever since track laying commences the wonder is that they have succeeded in doing as much as they have done. Last week a couple of very serious washouts were occasioned by the downpour of rain on Monday and Tuesday, and at about the same time the construction engine run off the track, which taking the two things together, impede track laying altogether last week. There are eighty men engaged in this work, and with two days of fine weather Shawville would be reached. At the present time the construction party is within two miles of Shawville and is expected to reach there early this week.

In company with Mr. James Hodgins, we inspected the new station house, now nearly completed at Shawville. It is built on the same principle as all the others are on this line - neat, commodious and durable. The station house is situated on a commanding eminence to the North of the village, and when completed will be a valuable commercial addition to Shawville. Contiguous to the station is the grain elevator of Mr. J.H. Shaw in course of erection.

A new engine has been purchased from the C.P.R. and has been placed to run on the line between Aylmer and Quyon for passenger and freight services.

**15/01/1886    *Almonte Gazette*                      *Westport*                      *Newboro***

#### TURNING THE FIRST SOD

On the Brockville and Westport Railway.

Newboro, Jan. 11. - the turning of the first sod on the Brockville and Westport Railway took place here today amid a large assemblage of people, among whom were noticed a number of the directors and the chief engineer of the road. Mrs. Preston, wife of the President, was the lady honored with the pleasing duty of turning the sod, after which Dr. Preston, M. P. P., congratulated the people on the fact that the first work on the railroad had been performed. Col. Cole also made a few congratulatory remarks. The company then repaired to the Ottawa hotel, where they partook of a sumptuous repast ordered by the village council. The Newboro brass band was in attendance and enlightened the proceedings with choice selections of music. There is much enthusiasm in the village and district over the prospect of having a railway here within a year.

**15/01/1886    *Brockville Recorder*                      *Westport***

Contract to Robert G. Hervey Brockville Recorder

Brockville, Ont. January 7. At a meeting of the Directors of the BW&SSM Railway held here yesterday, a contract was closed with Robert G. Hervey for the construction and equipment of the line. The division from Brockville to Westport, fifty miles, must be completed by the 10th of January 1887....Then to complete the connection it is intended to bridge the St Lawrence River at this point.

**15/01/1886    *Almonte Gazette*                      *Winchester***

THE SHORT ROUTE. - the following is from the Ottawa Journal of Tuesday: the Canadian Pacific Railway company yesterday dispatched two parties of engineers to commence the survey of the air line from Montreal to Smith's Falls. One party is under the direction of Mr. Thos. White, C. E. and the other under Mr. Stewart, C. E. of Winnipeg. The intention is to proceed with the construction as soon as the spring will have opened, and the road will, in all probability, be finished during the summer. As compared with the Grand Trunk, the distance between Montreal and Toronto by this route will be shortened fifty miles. Mr. W. C. Van Home, General Manager of the Canadian Pacific, was in the city today, and had an interview with the government on the subject.

**15/01/1886    *Ottawa Journal*                      *Chaudiere***

The rumor circulated throughout the city yesterday that the Canada Atlantic Railway was making an effort to reach the Hull lumber piles by bridging the Ottawa via the Chaudiere island is denied. A director this afternoon stated that the project had not been contemplated but admitted that it would likely be a matter for future consideration.

**19/01/1886    *Kingston Daily British Whi*    *Kingston (CN)*                      *Kingston***

The Grand Trunk RR. Station

It Is Very Handsomely Fitted Up - Great Convenience for Travellers

The new Grand Trunk RR. Offices, at the corner of Ontario and Johnson streets, are completed, excepting the addition of sofas and settees which will arrive shortly. The internal arrangements of the building os very convenient. The furnishing is elaborate and pleasing to the eye. The gas fittings, by N. McNeil, are particularly tasty. The heating apparatus, put in by the same house, is a perfect job. A more evenly warmed establishment there is not in Kingston. Mr. D. Harold, of this city, was the foreman of the carpentering work, and T. McGuinness of the stone work. The waiting rooms will be decorated with maps, advertising frames, etc. A magnificent oil painting, 8x10 feet, has been placed over the office fireplace, representing an Allan Line steamer upon the ocean. This work is from the brush of Mr. Alex. Grant, a local artist. The station has already proven convenience for dozens of people, who visit nightly and await the arrival and departure of trains. The station is open night and day

**20/01/1886    *Montreal Star*                      *Pontiac Pacific Junction***

#### PONTIAC AND PACIFIC JUNCTION

(SPECIAL TO THE STAR)

OTTAWA, January 20. - The progress report from the Pontiac and Pacific Junction Railroad states that the iron on the road has been laid forty miles above Aylmer or about four miles above Shaworth [sic]. In about ten days' time the road will be opened for traffic to Shaworth. There are pretty good prospects that the work upon the Bryson section will be commenced immediately.

**21/01/1886    *Ottawa Citizen*                      *Pontiac Pacific Junction***

Track laying on the Pontiac Pacific Junction Railway has now been pushed as far as Shawville. The station there is completed and is a very commodious structure. A new engine for passenger and freight traffic has been placed on the line between Aylmer and Quio. At Shawville a grain elevator is in course of erection.

**21/01/1886    The Equity, Bryson                    Pontiac Pacific Junction                    Shawville**

About noon on Wednesday of last week, the large force of men employed at track laying on the line of the Pontiac Railway reached the station house at Shawville with the iron, and before the day ended had a large portion of the track laid beyond it westward. The event was hailed by the Shawville people with much delight, and as the "iron horse" steamed into the station, a large crowd of citizens hastened up to welcome its arrival. By Saturday night last, considerably over two miles of road had been laid above the village and it is expected the entire portion of graded work, which extends to Mr. Thomas Richardson's, will be laid with iron today.

The work of putting up the wire fencing is keeping pace with track laying, the cedar posts for same having been put up some time previous. In spiking down the rails, owing to the severity of the weather, many green hemlock ties are destroyed, which in their frozen condition are very easily split.

It is said to be the intention of the company to open up two gravel pits for the purpose of ballasting such portions of the road as are likely to be damaged by spring freshets. The portions chiefly so in danger are the heavy clay embankments on that section built by Messrs. O'Neil and Campbell.

Of the three locomotives now employed on the road, one does duty between Quyon and Aylmer. The second is engaged in forwarding supplies from Quyon to Smith's station in Bristol, while the third accompanies the construction force, which consists of about eighty men, who have cars for their own accommodation.

Settlers who live several miles from the track say they can distinctly hear the ringing sound of the rails as they are thrown off at intervals by those in charge of the construction train.

Although the railway exists in fact, there are some who do not seem to thoroughly grasp the reality until they have taken "a ride on the cars."

**22/01/1886    Almonte Gazette                    Winchester**

THE SMITH'S FALLS BRANCH OF THE C.P.R. - the following is from last Friday's dailies: on Thursday, 14th, two deputations waited upon Mr. Van Horne, Vice President of the C.P.R., about the proposed railway from Smith's Falls. One was from West Winchester and the other from Alexandria. In reply to a direct question, Mr. Van Horne stated that the line would be built, though he could give no dates. Three routes had been surveyed, and the right of way is not so easily obtained on the northern route. Mr. Van Horn seemed rather to favor the route urged by the deputation through Kemptonville, West Winchester and Alexandria.

**22/01/1886    Ottawa Free Press                    Canada Atlantic                    locomotive**

A new Rhode Island locomotive for the Canada Atlantic railway arrived on Wednesday. She has three pair of driving wheels and will be used for freighting purposes.

**22/01/1886    Ottawa Free Press                    Canada Atlantic**

A winged snow plough of a new design is being used these days by the Canada Atlantic railway. It was run through Hurdman's cut yesterday at the rate of forty miles an hour. A freight was stuck in the cut. After elevating the snow about twelve feet it threw the bulk fully forty feet from the track. It was built in the C.A.R. Mechanical department, and is the invention of a leading official of the railroad. Mr. Linsley went out this morning to see the plough at work.

**27/01/1886    Ottawa Journal                    Pontiac Pacific Junction**

A force of men employed on the construction of the Pontiac and Pacific Junction Railroad were dismissed on Saturday. The contractors having decided not to lay rails any further than Shawville until spring. The men who were discharged were principally Italians.

**27/01/1886    Ottawa Free Press                    Belleville                    Perth**

A gentleman from Almonte states that three first class C.P.R. cars, completely wrecked, were taken down to the Perth repair shops yesterday from some point in the north.

**28/01/1886    Montreal Star                    Pontiac Pacific Junction**

A force of men employed in the construction of the Pontiac Pacific Junction railway have been dismissed, the contractors having decided not to lay rails any further than Shawville till Spring. The men who were discharged were principally Italians.

Same wording used in the Montreal Gazette same date.

**29/01/1886    Almonte Gazette                    Kingston (CP)**

A NEW RAILWAY. - Free Press: a very large settlement on the southwest side of the county of Renfrew is without railway communication, and an agitation is on foot for the building of a line of railway from that point to Flower station on the K. & P. The country through which the proposed line would run is described as very wealthy in agricultural, timber and mining lands. The attention of Dr. Dowling, M.P.P., and Mr. Caldwell, M.P.P., has been drawn to the project with the object of urging upon the Provincial Government the claims of the proposed road.

**29/01/1886    Almonte Gazette                    Winchester                    Smiths Falls**

RAILWAY MATTERS. - the interest in railway affairs is pretty keen here just now, owing no doubt to the fact that a large party of surveyors and workman connected with the C.P.R. are busy making the final survey for the railway between Montreal and this place. Little or nothing is known as to the location of the station, but it will in all probability be between the junction and the English church burying ground, making the distance about one mile from the center of the town. We learned that every effort will be put forth to have the road completed this year.

**30/01/1886    Montreal Gazette                    Ottawa, Waddington & New York**

THE OTTAWA, WADDINGTON & NEW YORK.

Ottawa. January 29. Mr. T. Anderson, of New York, representing a company for the construction of the Ottawa, Waddington & New York railway, is in the city for the purpose of making arrangements with the directors for the construction of the Canadian portion of the line. At the next meeting of the directors, about ten days hence, it is altogether probable that Dr. Hickey, M.P., president of the company, will be empowered to go to New York and close the long pending negotiations with the company, of which Mr. Anderson is secretary.

**06/02/1886    Ottawa Citizen                    Pontiac Pacific Junction**

Mr. Light, Quebec Government Engineer has started on a tour of inspection over the Pontiac Pacific Railway. He will go as far as Shawville.

**11/02/1886    The Equity, Bryson                    Pontiac Pacific Junction**

The daily passenger train between Shawville and Aylmer will commence to run some day this week on the P. & P. J. leaving Shawville at 8 or in time to catch the 10 o'clock train leaving Aylmer for Ottawa, and returning again in the evening. Passengers travelling by this route and having business in Ottawa can spend four or five hours there and return home at an early hour the same day. The official timetable has not yet been published. Mr. E.N. Wright, a fine winning, gentlemanly young man has been appointed station master at Shawville. He has all the qualifications of a good man.

The government engineer was up inspecting the line last week and, we understand, was quite satisfied with the work, and will report accordingly.

The profile and preliminary estimates of the 16 miles commencing at Richardson's in Clarendon, were sent down to the head office in Montreal last Monday. Consequently no contract has yet been given for this portion of the road.

Freight will be delivered at Shawville from Aylmer for 15c per hundred.

MORRISBURG Ont, February 10 - The board of directors of the Ottawa, Waddington & New York Railway met here this afternoon and adjourned until tomorrow morning, to receive propositions and arrange matters for building the road.

18/02/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Mr. McMillen P. & P. J. Ry. engineer, and his assistants were measuring the distance from Wm. Clarke's across the bush to Bryson, and from Stillman Smith's to the village, preparatory to locating the station at the nearest point to Bryson.

The Hon. L. Rugles Church, while giving the deputation which waited upon him from Bryson, no encouragement to hope that the railway route would be very materially changed, assured them that the company would put the station at a place that would suit the village of Bryson the best, with the decision put in the hands of the Municipal Council.

Our opinion is that the nearest point of access should be selected. There is such little difference in distance that in this respect not much can be said. Three places are named: Hughe's, Smith's, and Clarke's. With regard to the first it is thought that it would be to the detriment of the village were the station built there as all the trade would be diverted to that point. The selection will consequently be to the latter two points.

18/02/1886 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

The Shawville Banquet

Thursday of last week was a real red letter day in the history of Shawville, and will long be remembered by those who participated in the festivities of the occasion. It is known now pretty generally that Shawville and Ottawa are connected by rail, but that no regular train service has yet been established, consequently the arrival of the Hon. L. Ruggles Church, President, H.J. Beemer, vice-President and Mr. Ridout, Govern't Engineer, was anxiously awaited and the citizens generally determined on giving them a grand reception, and a royal welcome it was. Long before the train, which conveyed the railway officials, reached the station, crowds could be seen wending their way towards the depot. The sturdy pioneer, the aged father, the youth, in short all sorts of men were to be seen going in that direction, --the poor as well as the rich, the fur clad individual and the more homely clad,-- all were there to welcome the railway officials. At about half past one, the joyous toot, toot! of the engine was heard, the brakes tightened, and the car stopped at the station and the gentlemen before named, including our worthy and popular local representative, stepped out on to the platform, when cheer after cheer ascended from the assembled crowd. Then the party proceeded to inspect the station house, after which Mr. Church addressed the people. He said he was always happy to meet the people of Shawville, but much more so on this occasion which marked the opening of a railway enterprise in the county. Some years ago he had promised to not again come amongst them until he came by way of the Pontiac road. He now thought he had fulfilled that promise. Although a great many delays had occurred, and great difficulties had to be overcome, yet his intentions were always good, as his presence here today proved. From his past doings could be judged his future actions. Pontiac was always his supreme thought - her greatest interests were his. He assured those present that the construction of the unfinished portion of the road would be proceeded with at once. The credit of the company was good, and they would push the road on at least as far as Lapasse - probably further - to the mouth of the Black River, or even further up through the country, providing they got the assistance of the people and their representative, of which latter he felt very sure. - Cheers.

At the invitation of Mr. Leggo most of the assemblage proceeded to the end of the iron, which was a short, delightful and enjoyable trip, occupying about two hours' time. After being duly inspected by Mr. Ridout, the party again returned to Shawville.

On arriving at Mr. McGuire's hotel, Messrs. Church and Beemer were met by a delegation from Bryson, composed of the municipal council and a few of the ratepayers. The delegation was introduced by the mayor, Walter Rimmer, Esq. The object was briefly explained, viz: - to ascertain if there was any possibility of having the road built via McTiernan's Beaver meadow. The reply was in the negative there being about \$40,000 difference in the two routes, the balance appearing against the meadow route.

Towards 8 p.m., those who were fortunate to have tickets for the banquet proceeded to Hyne's hall. Here they were confronted by numerous tables abundantly laden with all the delicacies of the season. The hall was well lighted and beautifully decorated and appropriate mottoes hung in profusion on the walls. On the western wall was hung the motto, "Success to our railway and its officials," and immediately opposite, "God save the Queen." To the left of the chairman was another, "Shawville and Ottawa" with a pair of hands clasping between. Everything bore witness of the untiring efforts of the committee and the caterer to make the banquet a grand success in every particular. The bill of fare consisted of oysters, en masse, hot and cold, followed by fowl of various description, ham of sweetest taste, and the dessert was all that could be desired. One gentleman (a mayor) was heard to say that it was worth coming a long distance to see the tables alone. After justice had been done to the edibles, Dr. Lyon, the chairman rose and proposed the first toast "The Queen," which was responded to by the Shawville band playing the National Anthem in excellent style.

After a few minutes intermission the vice-president arose and proposed the toast "The Dominion Parliament," and with it the name of John Bryson, Esq., M.P. The glasses were filled, Mr. Bryson rose to his feet, amidst deafening cheers and responded in a neat and well applied speech. The next toast was the Local Legislature and was replied to by W.J. Poupore, Esq., M.P.P., followed by the toast of "our guests" which was replied to by the Hon. L.R. Church and Mr. H.J. Beemer. "The Dominion Government Inspector" was next proposed and responded to by Mr. Ridout followed by "The engineering staff" to which Messrs. Harris, C.E. and Leggo replied. At this stage of the proceedings the Hon. L.R. Church arose and said that he wished to propose a toast which he felt sure they would all heartily respond to viz., "The health of the chairman, A. Lyon M.D. to which the worthy doctor replied in a few well chosen remarks. Then followed "The Press" which was replied to by Mr. J.T. Pattison, who said he could not help feeling inspired before such a magnificent spread and upon such an auspicious occasion. The last toast, but not by any means the least, was proposed by Mr. Poupore, "The Ladies," and to which Mr. T.E. Hodgins, R.H. Klock, M.D., very ably responded. Dr Klock, in concluding his remarks stated, "he knew nothing about the ladies" which called the Hon. Church to his feet. After some preliminary remarks he said that if Dr. Klock knew nothing about the ladies he had sadly neglected his anatomy. Mr. Poupore then insisted upon a speech from Mr. T.E. Hodgins, the Revising Barrister's clerk, who after a few complimentary remarks said that he coincided with the sentiments expressed by the last speaker and concluded that he also knew nothing about the ladies.

Mr. Poupore then called upon the Hon. L.R. Church to respond to the toast to the ladies which he did in his usual eloquent and humorous style. The proceedings were brought to a close at about eleven o'clock by the singing of God Save the Queen, and thus concluded one of the most successful and enjoyable banquets ever held in this county.

19/02/1886 *Renfrew Mercury* *Pontiac Pacific Junction*

From a representative source comes the information that the Quebec Government will not give any subsidy for the construction of that part of the road which will be built in Ontario, unless the road crosses at Allumette Island, where there will be only half a mile to subsidize. Nothing definite has yet been arranged as to where the crossing of the Ottawa River will take place, as it is proposed to carry the road up to Deep River, fourteen miles above Pembroke, before crossing the Ottawa.

25/02/1886 *Shawville Archives* *Portage du Fort and Bristol Branch*

Rumor has it that a joint stock company is being formed which will be composed of gentlemen of Portage du Fort and Ross, for the building of a railway from Cobden to Shawville, and that application for a charter will be made at the present session of Parliament.

A trip over the P. & P. J. Ry.

Two gentlemen, bent on a pleasure trip to the capital, left this village at 5.40 and arrived in Shawville, (the present western terminus) at 6:45. At 7:00 sharp the signal was given to start. The road from Shawville to Quyon is not yet ballasted, consequently the progress between these two points was rather slow, and a considerable amount of time was also lost in shunting cars, but with all this the Quyon was reached at about 9:00 a.m. The road from Quyon to Aylmer is ballasted and in good condition, and the progress from this point was much more rapid, the run being made in one hour and 15 minutes, including three stoppages. Nothing of any importance occurred, with the exception that, at a point where the road turns in close proximity to Deschene Lake, some of the cordwood on a truck between the engine and passenger car commenced to fall off on the track, but owing to the care and watchfulness exercised by the officials, prompt measures were taken to remedy what might have resulted in a serious accident. The party reached Ottawa at about 11:30, and after pleasantly spending the time at their disposal, took train again for home at about 5:00 p.m. reaching Aylmer 35 minutes afterwards. At 6.00 p.m. the signal was given, "All aboard" and the P. & P. J. train started for Shawville. The run from Aylmer to Quyon was made very rapidly, in fact, one of our county residents, whether it was that he had never been on a train before in his life or not, I cannot say, but he asked the question seriously. "Is the Bullgine running away." The time actually taken between Aylmer and Shawville was two hours and thirty minutes, deducting from this thirty minutes for stoppages to wood, leaving two hours the actual time between Aylmer and Shawville, a distance of about 40 miles, arriving at Shawville at 8.30. The party reached Bryson at 10.00 well pleased with their trip, not so much on account of the convenience or the accommodation, but from a monetary point of view, it is way ahead of the C.P.R. the fare from Shawville to Aylmer being only one dollar and from Aylmer to Ottawa only twenty-five cents asking for the trip \$1.25, whereas by the C.P.R. the charge from Hales to Ottawa is \$2.65.

25/02/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

We were very much pleased to receive a call last week from Mr. Leggo, the popular superintendent of the P. & P. J. Ry. Mr. Leggo informs us that the company is going to give the best satisfaction within its power to serve the people with regular train service until spring. Of course, it will be remembered that the road is not ballasted on this side of the Quyon, and that difficulty in running trains will be experienced until this is done. With the opening of spring, ballasting will immediately be commenced. Mr. Leggo is an affable, friendly gentleman, and we are sure that under his supervision the Pontiac road will be run as well as any man could do under the circumstances. Telephone communication will at once be established between Shawville and Ottawa. The train leaves Shawville at 7 o'clock in the morning and returns at 9 in the evening. By taking this train in preference to the C.P.R. a stay of five hours can be had in Ottawa, and return in good time the same day. It will not only be to their advantage but it will be a saving of money to the Pontiac people to have their freight brought up by the P. & P. J. R. With reference to the site for the station for this village, Mr. Leggo said that was a matter for the people of the village to decide for themselves. He was not going to interfere in the matter at all. However, he thought that Hughes' was just as good a place as Smith's, with the advantage in favor of the former, of a good straight road. If a road can be built across by McTiernan's for \$400 or \$500 to Mr. Clarke's it is certainly the best place for a station. By accurate measurement it is only 200 yards further to Mr. Clarke's than to Smith's. Mr. Clarke offers ground free for the station and free right of way for a road leading to this village, and a subscription in addition to help build the new road. This being the case, the company will justly expect the village to pay for station grounds at another point if selected, and this will, in all probability, cost as much and perhaps more than the proposed road. Then again if the fear of loss of tradewould be the result of having the station at Hughes' the very same thing can with equal force be argued against Smith's, for it will make much difference to have the station say half a mile from Hughes? Not one bit. We believe that all things considered, the municipal council will act wisely in selecting Mr. Clarke's.

26/02/1886 *Almonte Gazette* *Winchester*

SMITH'S FALLS TO MONTREAL. - an Ottawa paper says: the Canadian Pacific Railways surveying parties on the short line from Smiths Falls to Montreal are hard at work. Two of these parties are now hard at work in the vicinity of Kemptville. Three trial lines have been run across the St. Lawrence and Ottawa Railway south of that point, and they are now running one to the north. It is said that the probabilities are that as a result of these elaborate surveys the line will run direct from Smith's Falls to Montreal. The entire through line will be completed and trains will be running by next November. The lines will be let in sections, and, in short, the Canadian Pacific intends to "hustle itself."

26/02/1886 *Renfrew Mercury* *Pontiac Pacific Junction* *Shawville*

The P. & P. Railway as at last entered Shawville. The event was celebrated by a complimentary supper to the Railway Officials by the citizens of the village on the 11th instant.

27/02/1886 *Ottawa Citizen* *Pontiac Pacific Junction*

Work on the Pontiac Pacific Railway progresses well, the several contractors pushing their sections as fast as possible. A further contract of six miles is expected to be given out shortly. At Shawville, Mr. Shaw's grain elevator is now ready for the storage of grain.

04/03/1886 *Manitoba Weekly Free Press* *Ottawa, Waddington & New York*

If New York wishes to retain her North-West traffic, she will be obliged to build a line tapping the Canadian Pacific somewhere, and the best means of doing that will be the construction of the Ottawa, Waddington & New York Railway. So the building of this connecting link between the Canadian Pacific and North-Western railway may lead to the construction of a road in which this city is very considerably interested.

04/03/1886 *Shawville Archives* *Pontiac Pacific Junction*

Work is progressing favourably on the railroad. About 150 men are at present employed between Campbell's Bay and Litchfield and Richardson's in Clarendon at the different heavy cuts between those two points. According to Mr. Harris, no promise was made this corporation by Mr. Church regarding the location of the station. If put at Smiths, the company will very probably expect a bonus from Bryson, as it will cost a good deal to lower the grade, even supposing station grounds could be got free.

06/03/1886 *Ottawa Free Press* *Canada Atlantic*

The lumber office of the Canada Atlantic railway on the Richmond road, as well as the freight office on Elgin street, has been connected by telephone with all of the principal offices in the city.

11/03/1886 *Ottawa Journal* *Ottawa City Passenger*

The Street Railway Company are getting their busses in readiness to use on the break up of the roads. The regular tram cars have been renovated during the winter, and now look very neat.

11/03/1886 *Ottawa Free Press* *Chaudiere* *Chaudiere*

Today some of the officials of the Canada Atlantic railway were engaged in inspecting the site for the proposed crossing of their railway at Pooley's bridge.

11/03/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Our Railway. Grading under the circumstances is being pushed forward at a rapid pace between the end of the iron and Campbell's Lake. Mr. Harris paid a flying visit of inspection to the crossing at Black River last week. We understand he was favorably impressed with the appearance of the country generally. From present indications we predict that the P. & P. J. Ry. will cross the Ottawa River at or near Black River, and if at all feasible, further up. The locating engineers will commence work at once, we believe above Fort Coulonge. A resolution was passed at a meeting of the municipal council at Bryson last Tuesday evening, which is to be forwarded to Mr. Harris C.E., asking that the station be located at Stillman Smith's. There are now, we understand, petitions in the hands of Mr. Harris for three different points: the Calumet Island has petitioned for Hugo's; Thorne and North Clarendon for Kemp's; Bryson for Smith's.

*11/03/1886 Ottawa Free Press Maniwaki*

Full account of a meeting to promote the speedy construction of the Gatineau Valley railway.

*12/03/1886 Ottawa Citizen Maniwaki*

Gatineau Railway long article. See copy.

*12/03/1886 Ottawa Journal Maniwaki*

There seemed to be a general feeling of execration at the Gatineau Valley Railway meeting in Hull yesterday, at the base treachery of Murray Mitchell, who had betrayed people who really had an interest in the road. The assemblage, or at least the major portion of it, were apparently disposed at first to be down on Mr. Mackintosh, but there was a general turning of the tables after explanations had been made by that gentleman. It came to be generally understood by the concourse, before they dispersed, that railroads, like Rome

CAN'T BE BUILT IN A DAY

The statutes fail to corroborate the assertion made by Mr. Duhamel, that Mr. Mackintosh was a Provincial Director of the projected road in 1879, for his name was not on the charter. He explained that he merely attended a meeting of the Provisional Directors, held about that time, in his capacity as Mayor of Ottawa, and consequently, on being deeply interested in the construction of the road. It might be as well five years hence, to

STYLE MAYOR MCDUGALL

a provincial Director, because he attended the present meeting. He disclaimed the imputation that he had brought Murray Mitchell into the scheme, Messrs. Logue and Bainbridge, had by means of a resolution proposed and introduced Mr. Mitchell as one who could be entrusted with the surveys and the meeting had subscribed \$1,500, to provide for that purpose. Three months afterwards, a vote of

THANKS WAS AWARDED MITCHELL

on motion of Mr. Ellard, for the way he performed the work. But the surveys were afterwards found to be frauds; and Mitchell's representations that he was backed by English capitalists were found to be altogether false on the speaker visiting England. Mr. Mackintosh paid a high tribute to the late Postmaster of Ottawa, Mr. J.M. Currier, who was the soul of honor when he was president of the road. On the latter's death he had to

ACCEPT MANY RESPONSIBILITIES

much against his will. He then showed how numerous unsuccessful applications had been to the Provincial Government to locate the lands granted as subsidies, but Premier Ross had at last seized the right idea, viz. that location must proceed survey. He denied that he had ever made a single dollar out of the project, and hoped that, within the next eighteen months, he would be in a position to deserve the hearty thanks, instead of the condemnation, of the Gatineau people. Before he left the meeting, Mr. Mackintosh promised that the construction of the road would be

COMMENCED BY MAY 15TH

which would have to be done under the terms of the Dominion Subsidy Act. A solid company had entered into a binding agreement to do this, if the Quebec Government would but locate the lands immediately. A strong resolution from the present meeting would go a long way towards impelling the Provincial authorities to use dispatch in the matter.

OTHER SPEAKERS

Mr. Alonzo Wright M.P. expressed sympathy with his Gatineau friends in their position, while they had been deprived of marketing their produce by the non-building of the road up to the present, they should still bear in mind that a work of such magnitude could not be carried out in a short time, as there were many obstacles to overcome. He exonerated Mr. Mackintosh from all blame, considering him

A DEEPLY INJURED MAN

who had been much maligned. Much of the delay had been caused by the Quebec Government's procrastination in locating the lands. But the well to do people of the Gatineau should exert their energies in pushing forward the interest of the road. Mr. Mackintosh had done everything he possibly could to benefit the project, and he was sure, if the people were not satisfied later on, that gentleman would hand over his trust to any company they wished to designate.

MR. DUHAMEL M.P.P.

Differed from his friends in the Dominion House in their assertion that the Quebec government were responsible for the delay. He contended that the Provincial authorities had done all the law allowed them to do. If the Government subsidies were insufficient he hoped the Ottawa county and city and Hull would do all in their power to induce a larger grant to be made.

MAYOR MCDUGALL

of Ottawa, pointed out the difficulties invariably encountered in carrying out a work of this kind. He eulogized Mr. Mackintosh, saying he was a reliable man, and one of the best Mayors Ottawa ever had. He should be given a fair show now, as his laudable efforts were about to be crowned with success, and ere long, they could ride from away up the Dessert to New York in one short night (cheers).

Mr. Logue expressed satisfaction at the explanations made by Mr. Mackintosh.

CARRIED UNANIMOUSLY

Moved by Mr. Joshua Ellard, seconded by Mr. Charles Logue, that after having heard the explanations of Mr. C.H. Mackintosh M.P., and his promise to continue construction by May 15th, 1886, and to rapidly complete the road, this meeting and the inhabitants of the Gatineau will be satisfied and gratified if that promise is carried into execution, and that this meeting warmly and earnestly urges the Provincial Government to finally locate the land and subsidies, and to prepare a map showing the same.

Notes.

Before adjourning, the meeting awarded votes of thanks to the various speakers, and to the county council for assisting at the gathering. Cheers were given for the "King of the Gatineau" and the Gatineau Valley Railway.

As Mr. Mackintosh was emerging from the hall, his back was discovered to be covered with whitewash from leaning against the wall, whereupon a punster remarked, amid much laughter, that he had been "doubly whitewashed today."

*12/03/1886 Almonte Gazette Winchester*

TO MONTREAL VIA SMITH'S FALLS. - it is understood that the route of the Canadian Pacific Railway from Montreal to Smith's Falls has been definitely located. The line will cross one of the branches of the Ottawa within a stone's throw of the Grand Trunk bridge at St. Anne's, and the contract for the work will be let in a few days. 16,000 tons of English steel rails have been purchased for the line to Smith's Falls. They will be 72 lbs. to the yard, and will enable the C.P.R. company to attain a higher rate of speed with greater safety than it's possible on lighter rails. When the C.P.R. line from Montreal to Toronto via Smith Falls is completed this year, the trip between the two cities will be reduced to about eight hours, as against the thirteen at present. Thus Ottawa city gets the go-by.

*16/03/1886 Ottawa Free Press Chaudiere Chaudiere*

A rumor is current amongst the lumbermen of the Chaudiere that if the Canada Atlantic railway obtains right of way through the lumber yards that planing mills will be constructed in connection with the saw mills. The lumber will be made ready for building purposes before being shipped.

That station. When the Advance says this journal threw all the cold water it could upon the scheme of bringing the line of railway via McTiernan's beaver meadow it simply states, to use a mild way of putting it, that which is not true, as anyone can judge by referring to our articles on the subject. The Advance knows this well, too, but it has become so enslaved of late to the nefarious practice of falsification, that it cannot content itself without endeavoring to manufacture an article from whole cloth, which will surpass in texture and design all previous productions in the line of baseless fabrication. What we wrote in connection with the McTiernan route was nothing more or less than the facts warranted. - facts grounded upon the information of engineers, - men whose opinions were certainly worth more than those of any non-professional, and of whose honesty in representing the matter fairly and squarely we had not the slightest doubt. Has we attempted to lessen the magnitude the difficulties which these gentlemen proved to exist, would it, we appeal to any rational mind, have had one particle of weight in inducing the company to adopt the beaver meadow route? Would the company be more likely to act upon public suggestion than the mathematical calculation of their engineers? It cannot surely be pretended that they would. Hence, we saw no advantage in giving other than the naked facts which the case presented, and because we acted on this wise, the Advance gives to our attitude a coloring by asserting that we condemned the McTiernan route (gross untruth) in view of having the line by Mr. Clarke's adopted in order that the station might be located on his property. Now that the latter route has been decided upon; we among others fell in with the idea of having the station at Mr. Clarke's because (1) in offering to put it there the company showed their willingness to forego their original intention of locating stations at intervals of every seven miles in order to meet in a measure the requirements of this village. (2) the company were justly bound to consider the petition of settlers living in North Clarendon and Thorne who urged that it be put on Mrs. Kemp's, while on the other hand there was a strong voice from Calumet Island asking that Hughes' be the point chosen. To obviate the difficulty here presented, and no doubt to avoid material interference with their calculations, the company favored Mr. Clarke's as being the point which would give the most general satisfaction. (3) The location at Mr. Clarke's would not effect the company's prearrangement to have a station at a point in Franktown to suit the Leslie traffic as also that of a portion of Calumet Island, a feature which seems to be lost sight of by some of those interested. (4) We believe that a very good road can be made across the country to Mr. Clarke's which would have the advantage of being level, thus offsetting the difference in length, and at a cost which would not be greatly in excess of that required to make the present Litchfield road suitable to the fall or spring's traffic. Apart from the above reasons, we feel assured that the company have some time ago decided upon the point at which the station is to be, as that little will be accomplished by the Advance or anyone else protesting. If the aspect does not exactly suit them; and notwithstanding our cotem's assertion that 95 per cent of the inhabitants of this village are against Mr. Clarke's we are positive that at least a third of the prominent business men are in favor of having it there, and they are certainly the most interested. We regret that our cotem should take such a gloomy view of what seems inevitable.

Mr. Joe Farrell of Shawville, we understand, has a contract for clearing one mile of road west of the cutting at Campbell's Lake. He commences operations in a week.

A petition is in circulation and will in due time be sent to the railway by the people of Bristol, with sums of money ranging from \$1 to \$40 opposite each name, for the purpose of having a station erected for the better accommodation of the people of that township at McKee's. Messrs Thomas Craig, George Morrison, James Caldwell have each subscribed \$40. Under these circumstances it is fair to assume that the company will grant the prayers of the petitioners.

Mr. George Kemp of Clarendon has requested us to announce that the report current in some quarters that he refused to give the station grounds free to the P. & P. J. Co. is untrue. He is prepared to give two acres of land free if the station is built on his farm.

Directors Appointed

March 2 1886. The following named Directors of the BW&SSM Railway;

Joseph Collett

Calvin S. Price

R.H. Preston

Clarkson Jones

J.B. Saunders

George H. Weatherhead

Gen Samuel Thomas

Samuel Elliott

W.H. Fredenberg (Westport)

W.H. Cole (Brockville)

W.B. Smellie (Brockville)

The shareholders confirmed the contract with Mr. Hervey for the Westport division and authorized the directors to contract with him for the rest of the line, which contract Mr. Hervey is willing to enter into if the government bonuses which the company expect to get are given this winter.

Clarkson Jones elected President

R.H. Preston elected Vice-President

W.B. Smellie elected Secretary-Treasurer

The stone for the covering of the waterworks aqueduct is now ready at Hull quarries. The CAR company will have teams employed drawing the stone next week.

In connection with the new scheme for the Canada Atlantic line crossing to the Chaudiere, it may be mentioned that another is in course of preparation, which if carried into execution, will make Ottawa street the main approach to the Canadian Pacific depot.



## Canada Atlantic Extension

The railway to obtain right of way over the aqueduct

The civic committee to whom had been referred the application of the Canada Atlantic Railway Company for a right of way across certain streets and over the aqueduct and waterworks property for a proposed extension of their line into the lumber yards, held their second meeting yesterday afternoon to complete their report to the Council. All the members were present, namely, Mayor McDougal and Ald. Hutchinson, Cox, Brown, Heney, O'Keefe and Durocher. City Solicitor MacTavish was also in attendance and Mr. J.R. Booth represented the Canada Atlantic Railway. A report was drawn up which was entirely satisfactory to both parties. It recommended that the corporation give to the railway company the solicited permission only so far as they legally have the power to do so, and for so long only as the company shall conform in every particular to the regulations laid down at length in the report. These embrace principally that

## A SINGLE TRACK

only shall cross Broad, Lett, Lloyd and Queen streets, the approach to Queen street being between the waterworks pump house and the present No. 1 fire station, and the crossing of the street just north of Pooley's bridge. The company are to erect and maintain the necessary gates at the crossings, and not allow cars or engines to stand or stop at crossings. The gates are to be of the latest approved description and watchmen are to be kept at each crossing. The width of the land allowed to be used across the aqueduct property has been restricted to the minimum necessary for a single track - about 25 feet in place of 100 asked. The aqueduct will be arched over with stone arching where the track will cross it, between Lett and Lloyd streets. In lieu of the present No 1

## FIRE STATION

which will be rendered useless by the extension the company undertake to erect, before the 1st October, 1886, a substantial brick building on Duke street probably about 30 feet wide and 46 feet in depth, two storeys high with mansard roof and hose tower attached. In compensation for the waterworks land, which the railway company have the use of, they agree to purchase and hand over to the city other property of equal extent and value, the city needing this for storage purposes. The company agreed to fence the track wherever required. The corporation gives the permission to the company on the distinct understanding that the city

## SHALL NOT BE LIABLE

for any expense whatever in connection with the matter and the company also agree that in case the aqueduct should require to be extended, they will perform all the necessary excavation for deepening and enlarging such extension at any time when required by the corporation, to the distance of at least 15 feet on each side of the centre of the railway crossing.

It will thus be seen that the Canada Atlantic gives very

## SUBSTANTIAL COMPENSATION

for the privileges acquired from the city. In laying out the route for the extension, the public convenience has not been lost sight of. From Broad street the track will run just along the side of the hill leading up to Wellington street and the streets which it will cross, with the exception of Broad and Queen streets, are almost unused at the point of crossing. Then the crossing of Queen street can be seen from a good distance in any direction, which will tend to avert accidents. The principal railway traffic too, will likely be in the early morning and after nightfall, the cars being shunted across in the morning, for instance, loaded and taken away after the street traffic has ceased at night. There is no doubt that this extension will be of immense commercial value to the lumber kings of the Capital.

The Canada Atlantic

Proposed Extension Sanctioned by the City

A special meeting of the city council was held last evening to receive the committee report respecting the right of way proposed to be granted to the Canada Atlantic Railway at the Chaudiere Flats. Mayor McDougal occupied the chair and all the aldermen were present.

THE C.P.R. HEARD FROM

A communication from the solicitor of the Canadian Pacific Railway was read. It asked that in making the proposed arrangements with the Canada Atlantic Railway a participation in the privileges granted be provided for.

The communication was laid over for consideration.

THE PROPOSED CONCESSIONS

The report of the special committee was then read. It is a very lengthy document. A synopsis of its content appeared in the Citizen on Saturday.

The report was signed by all the committee except Ald. Cox.

A PROTEST

On motion to go into committee of the whole on the report, Ald. Cox moved in amendment that the report of the special committee be not adopted and further that it is inexpedient for this council to grant the Canada Atlantic Railway permission to lay their track along any portion of our waterworks property, the said property having been specially expropriated for waterworks purposes only and is really required for extending such works, and the Council further protest against the proposed crossing of Queen Street at the level of said street.

There was no seconder for this motion.

THE REPORT CONSIDERED

The council then went into the committee of the whole and took up the report clause by clause.

The first clause laying down the proposed route of the extension from Broad Street to near Bridge at the intersection of Britannia Terrace, having been read, the plan was produced and examined by those aldermen not on the committee.

Ald. Brown dilated upon the debt the city owed to the Canada Atlantic Railway for the advantages it had conferred and pointed out the compensation the company offered for the privileges granted. He hoped no opposition would be offered to the report.

Ald. Cox said to give this right of way would be all very well if there were no other means by which the railway extension could be brought about, but held that there were other routes more in the public interest. He objected to the crossing of Queen Street at that point where about twelve vehicles crossed every minute, and also to the line running along the waterworks aqueduct past where the time for the extension of the works had passed. He characterized the proposal as a disgrace to the corporation.

Ald. O'Keefe pointed out the advantages which the railway had conferred upon the city in keeping down freight and passenger rates, in the money that it circulated here with its large number of employees, and in other ways. He also pointed out the advantages to accrue from the extended facilities for lumber shipment. He pointed out that the company employed 161 men around Ottawa, whose monthly wages were \$66,000; that the winter shipments gave employment to 200 men who would otherwise be idle; that by this extension a great proportion of the heavy traffic would be taken off the Chaudiere streets and that the removal of the lumber piles consequent on the railway extension would remove danger to the city from fire there.

Some further discussion, of a nature a bit excited and personal took place, and the clause was adopted.

The following clauses were then taken up and passed seriatim without material discussion or alteration.

The committee rose and reported progress.

On the motion to adopt the report, Ald. Durocher made a lengthy speech explaining upon what grounds he favoured granting these privileges. As an advocate of granting bonuses to industries he felt it his duty to give every possible encouragement to this great industry.

The mayor said ten years ago he had taken part in having the bonus granted to this railway, the contention being that the city would be benefited by having the road run to the lumber yards. Still being of this opinion he was in favour of giving them these facilities now. He pointed out how the freight rates had been 17c per hundred before the Canada Atlantic was built while now it was only 10c. He pointed out that it was altogether likely that manufactories would take the place of the lumber piles to be removed. He thought all possible precautions had been taken to prevent injury to the waterworks. He deplored the necessity of having the railway cross city streets, but showed that this had to be done in every city. With respect to the plan of having the track cross under Pooley's Bridge, he pointed out that engineering difficulties stood in the way, besides which such crossing would block future extension of the waterworks. If the railway went by the upper end of Broad Street, as also advocated, he pointed out that it would have to cross the C.P.R. tracks as well as several important streets. He hoped the company would build a passenger railway on the route of their extensions as this would be a decided advantage to residents of the West End. He said that after the Canadian Pacific Railway's communication had been received a special meeting had been held at which Mr. J.R. Booth had then expressed his willingness that the C.P.R. should come in on the proposed extension, on reasonable compensatory conditions of course. The lumbermen fully recognized the desirability of having both roads run into the lumber yards.

The by-law authorizing the Mayor to enter into the necessary agreement with the Canada Atlantic company was read and passed.

23/03/1886 *Ottawa Free Press*

*Carleton Place*

*Ottawa, Broad Street*

The new scheme for making the main approach to the Canadian Pacific railway station through the Richmond road and Ottawa street appears to find considerable favor amongst all classes. It will probably be completed at an early date.

23/03/1886 *Ottawa Free Press*

*Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway so far as it is built is becoming a very popular means of locomotion. Gentlemen who arrived in the city last evening being passengers by that line say they were surprised that a road such a short time in operation could make such uniform good time.

The run between Quio and Aylmer, a distance of something over twenty miles was made in an hour. Active construction operations are going on on the Western section and within a short time a locomotive will be running into Bryson, the county town. The point at which the railway will cross the Ottawa river has not yet been decided on, and many contend that the line should be carried as far through the county as practicable, that is to the mouth of Deep River, before crossing to the Ontario side.

25/03/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

We learn from the best authority that the grade across the Allumette Island is very good, over which the engineers are now surveying. It was feared at one time that the grade would be very difficult, but the line now being run dispels this fear. The crossing at or near Black River is being located. The locating engineers stopped at a point last year near the Coulonge River, where they could either turn to the right or to the left on resuming operations. By turning to the right it would throw the road one mile behind the village, and to the left it would run right through the village. The latter course, we understand, the officials have decided to adopt, which, in addition to other advantages, will give a better crossing over the Coulonge River, which in itself is quite a consideration.

The Quyon bridge, which is one built of iron and stone, cost \$5,000, and the bridge across the Coulonge will cost at least double that amount. The eastern end of the road will be much more expensive than the western end, on account of the bridges, which will number, by crossing at Black River, seven. This line, when completed, will make the distance between Ottawa and Pembroke twenty miles less than by the Canadian Pacific Railway.

Grading continues with unabated vigor. Large excavations have been made at the Kemp's, Wallace's and Campbell's. Above Campbell's no grading has yet been commenced. Between these points is the heaviest work on the whole line, some of the cuts and fillings being thirty feet.

The first car load of grain from Shawville was shipped on Saturday, March 13, by Mr. J.M. Shaw over the P. & P. J. Ry.

Telephone communication has been established between Shawville and Quyon by the P. & P. J. Ry. Compy.

Mr. Harris, chief engineer of the Pontiac railway, returned the Shawville from up river, whither he had gone, in company with Mr. Wm. Clarke, to look after the crossing at Black River, and to attend to other matters relative to the railway.

25/03/1886 *Ottawa Journal* *Chaudiere*

Mr. Mountain and Mr. Linsley of the C.A.R. have been engaged to supervise the construction of the route of the C.A.R. extension. Both are efficient and experienced men.

25/03/1886 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Work Commenced. Preparations for the Canada Atlantic extension at the Chaudiere are being pushed. The stone for the bridge across the aqueduct is now being hauled. It is calculated that 100 men will be employed in making the extension, which will be completed in about three months at an estimated cost of \$125,000.

26/03/1886 *Almonte Gazette* *Pontiac Pacific Junction*

SHAWVILLE TO OTTAWA. - The Pontiac R.R. trains make two trips each day from Shawville to Ottawa, distance 50 miles. Workmen are rushing the construction along. The line will be finished to Pembroke in the summer. The bridge at Bryson will cost \$20,000.

27/03/1886 *Ottawa Free Press* *Prescott* *Rideau Canal*

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

29/03/1886 *Ottawa Journal* *Chaudiere* *Chaudiere*

Burglars broke into the office of the Canada Atlantic Railway at the Chaudiere a few nights ago. They threw the contents of a trunk on the floor, and, as nothing was missing, it is expected they beat a hasty retreat. The police have been notified.

02/04/1886 *Almonte Gazette* *Chalk River* *Almonte*

Three through special passenger and freight trains for Manitoba passed through here on Wednesday.

02/04/1886 *Ottawa Journal* *Belleville* *Perth car shop*

Flat cars are being converted into box cars at the Perth car shops at the rate of four per day. Orders from the Canadian Pacific for the construction of one hundred stock cars and ten conductors vans have been received.

02/04/1886 *Ottawa Citizen* *Belleville* *Perth car shop*

Perth Car Shops

Four cars per day are still being converted from flat to box cars in the Canadian Pacific Railway shops at Perth. Orders for the construction of 100 stock cars and ten conductors vans have been received.

05/04/1886 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The Canada Atlantic railway is engaged in drawing stone for the new piece of line, and have concluded several contracts for the construction of the work. The agreement between the corporation and the company will probably be signed today.

06/04/1886 *Ottawa Journal* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway is built four miles beyond Shawville. Ten miles further are contracted for and will be opened for traffic on August 1st. A car is run daily between Shawville and Aylmer.

07/04/1886 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The agreement between the corporation of the city of Ottawa and the Canada Atlantic railway, for the construction of the Chaudiere extension railway, was signed, sealed and delivered on Monday afternoon.

07/04/1886 *Ottawa Journal* *Sussex Street* *Sussex Street*

Train loads of coal coming into the St. Lawrence and Ottawa Railway have been temporarily stopped owing to the floods.

08/04/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Mr. William Hodgins, son of Mr. James Hodgins, has disposed of his contract of the heavy earth cutting situated on Mr. Robt. Wallace's to Mr. R. Brownlee. Mr. Hodgins had displaced about 3000 yards of earth when he made the transfer. The cutting at Wallace's creek and several other sublet portions comprising earth cuttings, and right of way clearing are progressing favorably. Mr. William Clarke of this village has sublet a job from Mr. Thomas Wilson, immediately above the the cutting or Campbell's Lake. He intends starting work next week. A contract for three miles of construction has been awarded to one Mr. Leahey of Montreal, and it is rumored Mr. John G. Poupore has a five mile section to construct. Mr. R.D. Finnigan has the job of building cattle guards at the creeks running through Mr. Clarke's farm.

It seems now definitely settled that the stations are to be located at Messrs. Clarke's and Campbell's, the latter point being the first at which the road will tap the Ottawa river, attaches to it no little importance in the company's opinion. Another station will be located somewhere near Vinton.

The crossing place has not yet been decided, and it is likely a thorough survey of each place will be made before any one particular will be adopted. The chief engineer, we have heard, is rather favourably impressed with the Deep River crossing. This is certainly the route which the upper end people would be served to the greater advantage, and consequently one worth of that deep consideration, and consequently one the company are likely to accord it.

09/04/1886 *Ottawa Free Press* *Ottawa City Passenger*

The horses attached to the street railway cars are having exceptionally heavy work in drawing their huge caravans through the slush and over the sand at the new bridges. (i.e. New Edinburgh)

*09/04/1886 Almonte Gazette Chalk River Almonte*

C.P.P. CONSTABLE.- Mr. Matthew Curry has been engaged as constable by the C.P.R. Co. and is in attendance at the station every evening to keep the crowd in check. Mr. C. is a good man for the position.

*09/04/1886 Almonte Gazette Chalk River Carleton Place*

Rumor says that the C.P.R. Co. will shortly enlarge the station house at C. Place junction

*09/04/1886 Almonte Gazette Belleville Perth*

The C.P.R. will shortly erect a fine new station house in Perth.

*09/04/1886 Almonte Gazette Winchester*

R.R.FROM S. FALLS. - the short line from Smith's Falls to Lachine is now definitely located and the survey completed. The authorities expect to be in a condition to invite tenders for the construction by the end of this week, and the work will be at once put in hand and run through so as to be ready for traffic by the fall. It is confidently expected that before the frost sets in next winter there will be sufficient ballast on the line to allow of regular services. The distance from Smith's Falls to Lachine is stated by the survey to be 105 miles; this, with the nine miles from Lachine to Montreal, will give a total of 114 miles, thus saving six more than the whole distance between Smith Falls and Ottawa, out of the present route. The present intention is to make the line first-rate in every respect.

*10/04/1886 Ottawa Journal Winchester Smiths Falls*

The location of the Canadian Pacific short line between Smiths Falls and Montreal has been decided upon. The work of construction will at once be begun, and it is the intention to have the road completed by 1st January next. In all probability the round house will be established in Smiths Falls, as great inducements are offered them to locate there, and if so, it will prove a great boon to the town.

Repeated verbatim in the Almonte Gazette 16 April 1886

*14/04/1886 Ottawa Journal Canada Atlantic Ottawa*

A RAILWAY PITCH-IN.

One Engine Smashed, Three Cars Telescoped but Nobody Injured.

A serious pitch in occurred on the Canada Atlantic this morning shortly after seven o'clock at a point about eight miles from the city. It appears that the out-going freight train, which was the first departure from Elgin Street station, was followed by another freight. The latter train departed only five or ten minutes later and had reached the points named when it dashed into the rear cars of the forward train with tremendous force. A dense fog was prevailing at the time, preventing the engineer from whistling "down brakes" until too late. As it was the driver and fireman had barely time to jump for their lives. They escaped unhurt. The engine was pretty badly smashed and now lies overturned in the ditch. The three rear-most cars of the first train were partially telescoped and were also hurled from the track scattering their contents about. As the accident occurred between two stations intelligence of it did not reach the city until half an hour later. In the meantime, the express for Montreal started but was brought to a standstill at the scene of the accident. The passengers were brought back to town and the train was cancelled. A wrecking train was despatched from the station about 8:30, and the track is now clear of the debris. Several brakeman on the freights were somewhat shaken, but all escaped injury.

The loss will probably exceed a couple of thousand dollars. An investigation into the cause of the accident will be held. The usual evening train will be dispatched to Montreal to-day.

*14/04/1886 Ottawa Free Press Ottawa City Passenger*

The street railway company is doing its best to rapidly finish the relaying of their track on Bank and Sparks streets. The state of the junction at present, however, is unavoidably such that it is almost impossible for vehicles to travel. Several collisions took place there yesterday afternoon, all of them the result of careless driving.

*15/04/1886 Ottawa Citizen Canada Atlantic*

The early morning mixed train on the Canada Atlantic Railway yesterday was brought to a stop about four miles from the city owing to the engine breaking down. A freight train coming along five minutes later ran into the rear of the mixed, the fog being so dense the driver had not time to stop the train after perceiving the obstruction. The freight engine was derailed and pretty badly broken, as were also three cars of the mixed train. None of the men on the trains were hurt.

*15/04/1886 The Equity, Bryson Pontiac Pacific Junction*

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian Atlantic Railway.

Mr. Leahey, with a force of men commenced work on that part of our line running through Mr. William Connelly's farm.

Mr. McAdam, of Montreal, has taken a five mile contract on the P. & P. J. Ry. extending from Campbell's Lake upwards.

It is definitely settled, we believe, that a station will be built at Campbell's, to tap the Ottawa river at that point.

*16/04/1886 Ottawa Citizen Ottawa City Passenger*

The street cars are obliged to take the Kent, Queen and O'Connor street route owing to the improvements now going on on the Sparks and Bank street tracks.

*16/04/1886 Renfrew Mercury Eganville*

Eighty of the residents of Eganville and vicinity have sent a communication to the Kingston Board of trade, setting forth the wants of that district for railway facilities, the agricultural and mining resources which would furnish a railway line with business, and asking the Board of Trade to use their influence with the Dominion Government to obtain a bonus for the road, and also with the directors of the K. & P.R. to induce them to build the road. Mr. Nash, the K. & P. engineer, states that the line over which the road runs is mostly level. The distance is about 23 miles, and he estimates the cost of construction would be \$15,000 a mile, or about \$345,000, for the whole line.

Preliminaries having been completed, the construction of the proposed extension of the branch of the C.A.R. into the Chaudiere, will be commenced in a few days. This new line has been a long felt need among the lumber merchants of the Chaudiere and the prospect of its completion will be hailed by them with delight. Mr. Geo. Mountain, engineer to the C.A.R. company was out with his staff making a sort of preliminary survey over the proposed route this morning. The regular survey will be commenced on Monday next and the work of construction will be pushed on as soon afterwards as possible. Starting from the terminus of the track, at Broad and Wellington streets, the new line will run across Broad street and through Dr. Hill's grounds, clearing his residence by about forty feet. The extension will then be continued across Bridge street, below the Victoria ward school, to the aqueduct, which it will strike close to the Lett street bridge. It is intended to cover over the whole length of the aqueduct between Lloyd street and the Lett street bridges. The object of this is more especially to prevent any possibility of dirt or refuse getting into the water from the railway. The direction of the track across this bridge will not be at right angles to the line of the aqueduct, but will be considerably inclined. The line will then be continued across Lett st. through the corporation yard, at present stored with lumber, to the pump house and then, making a curve round by the fire station, will strike across Queen street through the press house yard, along Britannia terrace into the lumber yards, probably terminating somewhere in the immediate vicinity of the Chaudiere iron bridge. As the rails will pass within ten feet of the entrance to the present fire station, that building will have to be rebuilt elsewhere, an improvement which is sadly needed. The construction of the proposed bridge across the aqueduct will probably be commenced next week. Mr. Mountain has been all over the private rights of way through which the track will have to pass and has been assisted in every way by the proprietors. In fact, the whole undertaking, which will be rather onerous for the company, has been much facilitated by the assistance rendered by the corporation and private parties interested. There will be altogether be five level street crossings, namely, on Broad, bridge, Lloyd, Lett and Queen streets. The approaches to the crossings on each street will be gently inclined so as not in any way to impede the ordinary street traffic. The amount of work which this undertaking will involve will be very great, when compared to the actual length of the extension. He embankments along the whole course will have to be supported by stone masonry, while the construction of the bridge will be no small work. A large force of men will be employed and the line is expected to be completed this season.

17/04/1886 *Ottawa Citizen**Pontiac Pacific Junction*

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian [sic] Atlantic Railway. Mr. McAdam of Montreal has taken a five mile contract on the P.P.J. Ry. extending from Campbell's Lake upwards. It is said to be definitely settled that a station will be built at Campbell's to tap the Ottawa River at that point.

17/04/1886 *Ottawa Free Press**Ottawa City Passenger*

The street cars were driven on the rails for the first time yesterday, and those who travelled by this mode of conveyance were much pleased at the change from the jolting bus which has been doing service for some time back.

17/04/1886 *Ottawa Citizen**Ottawa City Passenger*

The Street Railway Company had their cars out yesterday for the first time in 1886. Those who had to travel over the route were not sorry for the change from busses to the smooth running cars. Where the new double track is being laid at the corner of Sparks and Bank streets the roadway is being raised about a foot which make a marked improvement as this spot was so low heretofore that it became a regular mud lake after every shower of rain.

19/04/1886 *Ottawa Journal**Canada Atlantic**Elgin Street*

The cars wrecked on the recent smash-up on the C.A.R. are being repaired at the Company's shops on Elgin street.

21/04/1886 *Ottawa Citizen**Canada Atlantic*

Parliamentary Pullman car

An extra parlour car is attached to the train on the Canada Atlantic Railway leaving Ottawa 4.50 p.m. on Friday for Montreal and returning will leave Montreal on Mondays at 8.45 a.m.

22/04/1886 *The Equity, Bryson**Pontiac Pacific Junction*

With the recent fine weather the sub-contractors on the P. & P. J. Ry. have made good progress with grading. According to contract, the train must be running to Smith's by the first day of June, and in order to accomplish this it is found necessary to put on a night gang on the heavy cuts. This week, we understand, a night gang will be put to work on the cut at Mr. Robt. Wallace's. Altogether the progress made at this point is very fair for the amount of labor employed, yet there is much to be done, and the sub-contractor will be taxed to his uttermost capacity to have it completed in the specified time.

The timber for the station, which is being built especially for the convenience of the people of Thorne, North Clarendon and Bryson, at Mr. Wm Clarke's is being gotten out, some of which is now ready for the builder's hands. The train will be running up as far as Campbell's on 1st July. It is now said there will be a station some where between Campbell's and Coulonge, very likely at or near the RC church in Franktown. Since the abandonment of the beaver meadow route, some of the citizens of this village have been considering the necessity of having a branch railway built from the main line to tap the village. In pursuance of this objective, Dr. Gaboury while in Montreal last week, made it his business to interview the Hon. Dr. Church of the Ry. Co., after which he went to Quebec and laid the scheme before our representatives in both branches of the legislature. The doctor's return on Friday was succeeded by a meeting of the ratepayers on Saturday evening, at which he explained the result of his mission to the following effect:- Having asked Mr. Church if he thought the company would raise any objection to the granting of a charter for the construction of said branch line, the latter said some of the company might object on the grounds that the branch might fall into the hands of the C.P.R. and thus militate to the detriment of the Pontiac railway. Mr. Church rather favored the idea of obtaining a subsidy equivalent to that already received for the main line, for which the company would undertake to build the road, although they might not agree to run it any longer than three years. In reply Dr. Gaboury said three years was too short a time and thought they should at least agree to run it for ten years. Obtaining from Mr. Church a written statement of the terms upon which his company would undertake to build the road, he then proceeded to Quebec, where he met the Hon. George Bryson and Mr. Poupore, M.P.P. These gentlemen informed him that it was now too late to secure a charter this session, it being necessary to have notice of application for same inserted for several weeks in Official Gazette. They, however, promised to do their utmost to procure the subsidy required.

On his way home the doctor called on Mr. John Bryson, M.P. at Ottawa, who promised to render the scheme what assistance he could.

When the doctor concluded his remarks it seemed to be the general impression of those who heard him, that the council should memorialize the company and the governments, and also that petitions of the ratepayers be sent to each.

Notices have been issued for the opening of a ferry, by J. Archie Mohr of Onslow, between MacLaren's Landing, Torbolton, and Mohr's Landing, Onslow. Only passengers and light baggage will be carried. The ferry will connect with the P. & P. J. Ry. at Mohr's station.

22/04/1886 *Ottawa Free Press**Ottawa City Passenger*

The new metal on the street car track at Bank and Sparks street gives the drivers considerable work to keep the cars on the rails. It will not be many days before the traffic will have brought the roadway to a good surface and there will be no danger of loose stones derailing the cars. Of course, where the rails are the steam roller cannot be used.

## WANT A RAILWAY

The people of Eganville ask for the extension of the Kingston and Pembroke.

The rear districts of Renfrew County are making their periodical demand for a railway. For ten years or so the inhabitants of those regions have been clamoring for an outlet, contending that inasmuch as many of them took up land in that county owing to representations made by Government agents and publications, they have a right to demand that they should now be furnished with a railway, enabling them to get their products to the market rapidly and cheaply enough to enable them to compete with the oldest settled districts. Eganville is particularly desirous of securing railway communication, since that alone prevents it from developing into a good-sized village. At present the nearest railway to it is the C.P.R., whose station at Cobden is about fourteen miles distant.

Attempts have been frequently made of late years to induce this company to erect a branch line, but the efforts have, up to date, been unavailing, and the people of Eganville have now turned their attention to the Kingston and Pembroke Railway, which they want extended from Renfrew to Eganville, a distance of 23 miles, through a well-settled country. It would cost about \$500,000. It is also proposed to extend the line from Eganville up the Bonnechere and Madawaska. The villages it is proposed to tap, either by this line or branches, Brudenell, Rockingham, Combermere, Vanbrugh and Golden Lake. This line would reach well into the outskirts of the lumber regions and would probably do a large carrying trade of logs in the spring.

23/04/1886 *Almonte Gazette**Winchester**Smiths Falls*

RAILWAY MATTERS. - by present appearances the construction of the straight line to Montreal will commence at once. It is said a delegation of the dignitaries of the road will pay an official visit here (Smiths Falls) this week to consult with the citizens on matters the nature of which is not yet divulged. Some are so uncharitable as to say they must be "after something," but probably this is a mistake, as the backwardness of railwaymen in asking for and favors is well known, and perhaps they only want a word of encouragement.

23/04/1886 *Renfrew Mercury**Eganville*

Mr. B.W. Floger, superintendent of the Kingston and Pembroke R.R., when spoken to by a Whig reporter, about the extension of the road to Eganville, said, "The road will be built. It is only a matter of time. We have the necessary charter. The country back there is opening up, the farmers are becoming wealthy, and as traffic increases on our line the demand for the extension will make it imperative that it should be built." The *Ebterprise*, this week states that Messrs. Wm. Gorman and Robert Turner, of Eganville, visited Ottawa, and were granted an interview with the Minister of Railways, to whom they were introduced by the M.P.'s of North and South Renfrew. The Minister promised that a grant would be recommended to the line, so soon as the company could show a reasonable scheme for building the road.

24/04/1886 *Ottawa Citizen**Winchester*

The C.P.R. Short Line. The Canadian Pacific Railway will receive tenders for the construction of the Ontario and Quebec extension from Smiths Falls to Montreal until 14th prox. The length of the line to be constructed is 121 miles.

26/04/1886 *Ottawa Free Press**Ottawa City Passenger*

A bad accident occurred on Saturday evening about 8.30 as a street car was going to the city from New Edinburgh, when it came to the end of the first bridge, it ran off the track into a hole, and turned on its side. Captain Olcraft was thrown off on a pile of stones on his back and was very badly injured internally. Mr. J.C. Wilson was thrown through the window, the glass cutting his right arm badly. Dr. Bell sewed up the wound. Mr. Ingram was thrown over the dash board but escaped injury. Captain Olcraft was in a very critical condition yesterday. It is likely there will be a suit brought against the company for damages.

29/04/1886 *The Equity, Bryson**Pontiac Pacific Junction*

A temporary road is being made at Campbell's for the accommodation of the travelling public, by the Ry. Co., as the cut there runs through the public highway. A rumor has gained some currency to the effect that the excavation at this point has been run so close to the road that the travelling is unsafe, and that an accident of a serious nature has already occurred. On examination of the cut and inquiry regarding the accident we find the rumor to be untrue. There is no possibility of an accident unless it is courted.

Grading is progressing so rapidly that the services of three engineers are required to lay out the work for the contractors.

Ballasting has been begun and will continue uninterrupted until the entire line between the points above mentioned is completed.

The locating engineers have examined the crossing at Fort William, with what results we have not heard.

Mr. Mullarky has been filling Mr. W.R. Kenny's place, in settling up for right of way claims, the latter gentleman having been confined to the house through an accident, for the past six weeks.

A large gang of Swedes, with 12 large draft horses and carts, arrived in Portage du Fort on Monday from Renfrew, on their way to work on the Pontiac railway.

30/04/1886 *Almonte Gazette**Kingston (CP)**Kingston*

ON STRIKE. -The blacksmiths at the locomotive works, the cotton mill employees and Stevenson & Co's. piano varnishers of Kingston, have all struck for higher wages. The Kingston & Pembroke Railway employees also talk of striking. Kingston recently organized a Knights of Labor Assembly

30/04/1886 *Almonte Gazette**Winchester**Smiths Falls*

RAILWAY MEETING. - at the call of the Mayor a large audience assembled in the Opera House on Tuesday evening to hear the discussion and explanations on railway matters, more particularly as to making Smith's Falls a terminal division. On the platform were Messrs. R.Meighan, E. Elliott and F. A. Hall, of Perth, D. F. Wood, J. McGillivray, J. M. Clark, J. H. Gould and F. T. Frost- the Mayor in the chair. Mr Meighan on behalf of the C.P.R. cCo., explained that the company, in consideration of making Smith's Falls the terminal division, would require the grant of ten acres of land, and the right of way for twenty miles. In discussion with the railway Committee of Smith's Falls, this had been modified to a definite sum of \$25,000, to be applied to the purchase of the ten acres of land and the roadway to Merrickville, and further if the money held out. Mr. Frost, Mr. Hall, Mr. Elliott and Mr. Clark made addresses, and among them brought out very clearly the advantages that would accrue to the town by being made the terminal division of the two roads. References were made to various places, notably St. Thomas, which had been built up in a few years from a very indifferent village to a city, simply by being made a terminal division, with the round-house, shops, and all else that that implies. Mr. Clark, seconded by Mr. Wood, moved a resolution, pledging the meeting to use their influence in getting a by-law passed to borrow the money required, which was carried almost unanimously. A petition was next presented asking the council to submit the necessary by-law, and judging by appearances, it must have been signed by nearly every freeholder present. If the company are satisfied, they will proceed to work at once on the strength of the petition.

04/05/1886 *Ottawa Free Press**Sussex Street**Sussex Street*

A bloated looking engine on four small wheels was puffing backwards and forwards and making a big noise with the bell on the deserted Dalhousie street track this morning. It finally stopped close to the Cumberland street crossing, and its appearance so alarmed horses attached to passing vehicles that in many cases they could not be persuaded to cross and had to be driven round by another street.

05/05/1886 *Ottawa Journal**Maniwaki*

The Gatineau Valley people are patiently waiting for the 15th of May, as they are determined to force construction of the road this summer. The president, Mr. C.H. Mackintosh is negotiating with American contractors who will probably take charge of the work.

The C.P.R. waiting room at the depot is being repaired and painted over a new. The large clock which has been out of order for some time has been sent to Montreal for repairs.

Although there has been a good deal of grading done, still we understand, it is not advancing as rapidly as is desired, and in all likelihood subcontractors will be forced to put on night gangs, and very large night and day gangs indeed will be required to even have the road graded to Ashel Smith's by the first of June next.

It is whispered that there will likely be a strike, unless the wages of the navvies are raised, about the 15th -- pay day.

The wood cut on the right of way across Mr. Ashel Smith's. was consumed by fire last Sunday, together with a portion of that gentleman's fence. The wood destroyed amounts to several cords. The fire was set for the purpose of burning out stumps, roots, &c.

The men employed on the C.A.R. extension were busily engaged this morning laying the foundation for the proposed tunnel over the aqueduct. This work is now being pushed on rapidly and Mr. Mountain's, the engineer, prediction that this would be completed this season seems to be in a fair way to be verified.

A horse was drawing a number of trucks along one of the tramways of the Chaudiere this morning, then some little children who were playing about ran between the rails and narrowly escaped being knocked down and run over. More care should be paid to young children in such a locality.

The driver on one of the street cars on Wednesday was observed treating his horse with great brutality. It was a clear case for the S.P.C.

THE SHORT LINE. - A despatch from Montreal, dated April 29th, says: rumors are about that the contract for building 121 miles of the short Line from Smith's Falls to the city has already been let, or rather that it has been as good as let by the C.P.R. to the Reid Syndicate (the same party is that our building the Lachine bridge), and as a consequence there is much excitement among intending contractors. The plans and specifications will be ready tomorrow. The competition is exceedingly keen as Montreal, and Glengarry, Toronto, St. Catherine's, and even American contractors intend bidding. It is not likely the C.P.R. will favor the Reid or any other syndicate in the matter; they are anxious to have the work done at once, and at the lowest figures. The company have got bravely over doing missionary work for contractors. Mr. Van Horne declared this evening that there was no foundation for the rumor.

MERRICKVILLE

RAILWAY. - the time is now at hand when we can speak with a good degree of positiveness about the railway. The people here have agreed with the company to give ten thousand dollars, which has been accepted by them, and the land from this place to Kemptville is being purchased. Merrickville has long felt this want, and as now a brighter future seems about to dawn, we expect to see it renew its use in point of advancement and energy. No small amount of opposition was evinced by other places surrounding us, which is no doubt chargeable to the inherent selfishness of human nature and to their recognition of our possessing the requisite means of elevation to a superior position to themselves.

The government has handed certain maps to Mr. Mackintosh, M.P. indicating where the lands offered as a subsidy to the Gatineau Valley Railway are located. The work of construction will be commenced on the 15th inst.

Two street cars running in opposite directions met on Sparks street opposite C.S. Shaw & Co.'s store yesterday afternoon. Instead of one giving way the drivers proceeded to argue the question and quite a large block ensued.

The new station of the Canadian Pacific Railway, to be built this summer at Perth, will be a fine stone building of an entirely new design and presenting a very handsome appearance.

Ballasting was commenced on Tuesday of last week between Shawville and Quyon. It is expected before the end of this week that at least two engines will be employed at this work. It is said the work under the charge of Mr. Leahy in Upper Litchfield is being done better and progressing with greater rapidity than any other portion along the line.

Mr. H.J. Beemer of the Pontiac & Pacific railway, was resting in the rotunda of the Russell this afternoon, when a Free Press reporter stepped up and asked for a few particulars concerning the construction of the line. Mr. Beemer put on his most cordial smile and said, "certainly." Some forty-one miles have already been laid down and the contract is let for fifteen and a half miles more. When these are finished the track will reach as far as La Passe which is the first crossing over the Ottawa river. The contract for ballasting the whole line is let and there are between 300 and 400 men employed about the various sections. The line, when completed, will reach to Pembroke, a distance of 85 miles, and it is confidently expected that the company's trains will do some of the fastest times in the Dominion, it being intended to place 40 miles an hour as the minimum speed. The line will be finished towards the end of October.

Two street cars again got on the same line of rails on Sparks street this morning. One quickly backed on to the nearest loop, and the other, in its efforts to effect a safe and speedy passage, got off the rails. It was speedily replaced and resumed its journey without delay.

The express locomotive "No. 4" of the Canada Atlantic Railway, which was being reconstructed for some time past at the Elgin Street shops, will be ready for its trial trip about the end of the present week. Among other improvements made the engine, which will run between Ottawa and St. Albans, VT., is the putting in of the Westinghouse air brake.

Montreal 20th. Contracts were awarded yesterday for the construction of the short line between Montreal and Smiths Falls to the following firms: Messrs. W. Bachner; Hutchinson; Wood and Molesworth; John Drew; T. & J. Robson; Corbett & Skead; Breer; Conolly, Briggs & McMahon; J. & W.G. Elliott; Fauquier & Dunwoodie; Davis Bros.; Ross & Holt; at fair prices. The distance to be traversed by this new line will be about 126 miles. It will pass through the counties of Soulages, Vaudreuil, Glengarry, Stormont, Dundas and North Grenville until it strikes the original Ontario and Quebec portion. The principle part of the railway is expected to be finished by the end of September and the whole of the line by the end of October. Mr. H.L. Lumsden C.E. will be the chief engineer for 104 miles from Vaudreuil to Smiths Falls. while Mr. P.A. Patterson C.E. will have charge of 24 miles from Montreal to Vaudreuil. Mr. T.G. Shaughnessy will be manager of the construction throughout.

Editorial. Supreme court has given judgment for the city against the Canada Atlantic. Question of subsidy.

22/05/1886 *Ottawa Journal* *Chaudiere* *Chaudiere*

The viaduct being constructed over the water works to enable the Canada Atlantic Railway to reach the lumber yards at the Chaudiere is progressing rapidly. A large number of masons are at work and a section of the arch is approaching completion. The work is of much greater proportions than was at first anticipated and will furnish employment for a large staff of men for some months to come.

26/05/1886 *Ottawa Journal* *Belleville* *Peerth*

Jottings About Town

The C.P.R. Company will have their new station at Perth in course of erection in a few days.

31/05/1886 *Ottawa Free Press* *Chaudiere* *Chaudiere*

Operations in connection with the C.A.R. extension into the Chaudiere, are making rapid progress. About one half of the aqueduct, between the Lloyd and Lett street bridges, have been tunnelled and the supports are being got rapidly in position for the remainder. As fast as the masonry in the tunnel is completed the outside is being covered with a thick deposit of stones and sand, consequently when it is finished there will be no trace of the stone work visible except from beneath. Mr. Mountain, the company's engineer, informed a reporter this morning that the tunnel would in all probability be finished by the 1st of July, and at a cost of about \$15,000. The whole extension is expected to be finished and in working order before the middle of August. Considerable work will be necessary to perform the grading between Broad street and the tunnel. This portion of the line will skirt the side of a rather steep incline and a high embankment will be necessary in some places. Another difficult portion to construct will be that portion of the line which will run along the back of Britannia Terrace. As the line will have to be thirty feet out from the road, it will have to run along the bank of the gully, consequence a heavy embankment will be required there also. The terminus will be close to the first iron bridge. The company will also have to grade Lett and Lloyd streets above the bridges and this will require several hundred tons of sand, &c. There will be no gates for the crossing on the two above named streets, but on Queen street automatic bars will be applied. The total cost of the extension will probably be over \$125,000.

31/05/1886 *Ottawa Journal* *Lachute*

Defacing the Cars

An irate conductor.

A few days ago as the Montreal 8.30 train was speeding on through Templeton at a forty-mile-an-hour rate, conductor Spencer's eye caught a calculating Frenchman footing up his probable profits on a railway contract, on one of the panels of a new car in which he reclined in a seat isolated from his fellow passengers. "Hello!" said the conductor, "What's that you are about?" "Only making a few figures," replied the passenger, who was no greenhorn on the road. "Well, then. Do your figuring somewhere else than on the sides of a new car - this rolling stock is not intended to be used in that manner," angrily spoke the authority, the chop-fallen passenger proceeding to use his pocket handkerchief to erase the figures. To a fellow traveller, Mr. Spencer explained that he and his fellow conductors had trouble watching careless and troublesome passengers, who did not hesitate to use even jack knives in the second class cars unless under constant supervision. A few days previously a man had taken passage in a first class car, smuggling in a bottle from which he partook at times, until finally, in a state of obfuscation, he thought of getting rid of the bottle by putting it through the window, oblivious to the fact that a dollar pane of glass stood in the way. The dollar was promptly demanded and promptly paid.

02/06/1886 *Athens Reporter* *Westport*

Directors approve B&W Location from Farmersville to Westport

The Directors of the Brockville, Westport and Sault Ste Marie Railway met at Brockville on Monday last, when a resolution was passed formally locating the line from Farmersville to Westport. The location of the line from here to Brockville was held in abeyance until after the vote on the bonus by-law in the front of Elizabethtown. A large number of tenders have been put in and it is generally understood that the tender of D.J. McDonald of Ottawa for grading the whole line is the lowest.

03/06/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Messrs. Doran & O'Toole are getting along well with their contract of ballasting the lines. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed.

The accommodation train at present run by the company has developed a considerable volume of traffic since the road entered Shawville.

Consignments of freight for all parts of the country arrive there daily.

An incipient strike among the navvies was reported from sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.

It is asserted the cutting at Campbell's Lake has changed contractors, the work going into the hands of Messrs. Harris and Stevenson, who have just completed the job near Samuel Horner's in Clarendon.

04/06/1886 *Almonte Gazette* *Eganville* *Eganville*

Among the railway subsidies asked for from the Government is one for a railway from a point on the Canadian Pacific Railway to Eganville, 28 miles, at \$3,200 per mile, or in all \$80,600

04/06/1886 *Almonte Gazette* *Chalk River* *Almonte*

A LONG TRAIN. - a train of 54 cars drawn by two locomotives, passed north on the C.P.R. on Sunday morning last. The cars were mostly empty flats, there being only some four or five box cars attached to the train. The C.P.R. Company are evidently doing a rushing business.

04/06/1886 *Almonte Gazette* *Winchester* *Smiths Falls*

BONUS. - the voting on Yhe By-law granting \$25,000 to the C.P.R. takes place on Saturday. There is considerably more opposition to it than at first appeared, chiefly owing to the absence of guarantees by the Railway Co.; still it is expected to be passed by handsome majority.

04/06/1886 *Ottawa Citizen* *Lachute* *Papineauville*

Timber by rail. Barnet and MacKay's square timber cut on the Sturgeon River has all passed Sturgeon Falls en route to Cache Bay from which point it will be shipped by CPR to Papineauville. The C.P.R. Co. are building a spur a mile long, striking the river above the falls, where D.&E.D. Moore will boom and load their square timber. The iron will be laid in a few days - Canada Lumberman.

05/06/1886 *Ottawa Citizen* *Pontiac Pacific Junction* *Shawville*

Yesterday a young man employed on the CPR gravel train met with a sad mishap at Shawville falling off the car there in which he was employed at the time owing to a sudden jerk. His whole left arm was crushed to a jelly and amputation was found to be necessary. The victim was a native of South Indian.

NB - Shawville was on the PPJ at the time yet the reference is to a CPR train - CPR didn't take over the PPJ until 1902.

05/06/1886 *Ottawa Journal* *Pontiac Pacific Junction*

Messrs. Doran and O'Toole are getting along well with their contract of ballasting the Pontiac and Pacific. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed. An incipient strike among the navvies was reported from some sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.



## OVER A BRIDGE

A C.P.R. Freight Plunges from a Bridge- a Conductor Killed.

By Telegraph to the Citizen.

Pembroke, 7th.- a Canadian Pacific Railway freight train coming east went through the iron bridge at Petewawa, ten miles west of here, at 11:30 a.m. conductor Williams was instantly killed and a number of others dangerously injured. It appears one of the flat cars near the train was loaded with a steam shovel, which was being transferred to the Smith's Falls division, and when the train was passing over the bridge some part of the shovel caught in the framework of the bridge and caused the hind end of the train to leave the track and pitch over into the river, some forty feet below. The engine and tender came safely over, and was at once dispatched to Pembroke with all the wounded who could be found, and afterwards returned with two doctors from here.

The explanation of so many persons being on this freight train is said to be that the men were being transferred to Smith's Falls with the steam shovel.

09/06/1886

Athens Reporter

Westport

Rear Yonge and Escott Exempt B&W from Taxes for 21 Years

The Municipal Council of Rear Yonge and Escott met in the town hall on Monday evening, and passed a by-law to exempt all the property of the B&W Railway that may be erected within the municipality from taxation for a period of 21 years with a proviso that the company comply with the terms of by-law number 302 (granting a bonus) respecting the location of a passenger and freight depot within the police corporation of Farmersville; and further that the company shall instruct the parties authorized to issue and sign the debentures issued by the township, to destroy the coupons for the first year's interest on said debentures. We believe that by the terms of this agreement the municipality will be the gainer, as unless the company erects very large and expensive passenger and freight stations in the municipality, the taxes the company would pay would not amount to the interest on the debentures the first year.

09/06/1886

Kingston Daily British Whi

Belleville

Perth

District Dashes

The new station a Perth will be of stone, 80 feet by 40, and will cost \$6,000.

09/06/1886

Ottawa Journal

Chalk River

Petawawa

Our Pembroke correspondent writes: "On hearing the sad news of the accident which occurred this forenoon at Pettewawa [sic] a station ten miles west of Pembroke, I drove to the scene of the disaster (through the kindness of the editor of the Standard). Arriving at the end of a ten mile drive we found the scene of the accident as complete a piece of train wrecking as it is possible to imagine. The whole of the longest span of the new three-span bridge crossing the Pettewawa river had collapsed, and all its iron work, trestling etc. lay in a mangled heterogeneous mass in the water of the rapids flowing underneath the bridge, the same having been mixed up with the remains of the steam shovel and derrick, and also of a couple more flat cars; against the solid stone pier on the westerly end of the demolished arch or space stood the "conductor's van" on end, one end of the van in the rapids, the other leaning against the stone pier just as it rushed over. The bed of the rapids was totally blocked with wreck, at the eastern pier of this demolished arch, with one end also in the waters, and the other reared up against the stone pier, stood, also on her end, boxcar No. 1762, whilst over the edge of this eastern pier hung boxcar No. 2918, literally hanging over the impromptu precipice, as it were, half way coupled to car 312, which had escaped and there was standing on the sound span. I would at a cursory glance estimate the length of the gap caused by the accident to the bridge, at say about 120 feet. The bridge was a solid looking structure of iron in three spans and fitted into solid stone piers. The masonry did not show the least sign of the shock it received. Interviewing the who found poor Williams' corpse, I learned his hat was on his head, one hand in his pants pocket, and a leather mit on his right hand, and it was evident he was about "braking" as he was instantly hurried to his cruel end. John Holyoakes was the driver on the train, John Eldred, fireman, both escaped injury, Stewart Gthompson, in charge of the steam shovel, was badly bruised and cut. A young frenchman from Ottawa, name, unknown, had his left arm badly smashed. Dr. Dickson amputated it at the shoulder this evening. Three tramps said to be stealing a ride were badly injured. Mr. C.W. Spencer and Mr. Harry Spencer arrived with a special about 5 p.m. and investigated and commenced with a gang of men to start clearing the wreck being engaged with two engines. After the inquest, Williams' body will be taken to the station by Lodge 128, A.F.& A.M., of which he was a member.

There is an account of the inquest in Journal 10 June 1886.

The evidence showed that the derrick of the steam shovel caused the accident by catching the bridge overhead --

Verdict "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa Bridge on Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders.

Our Pembroke correspondent writes: "On hearing the sad news of the accident which occurred this forenoon at Pettewawa (sic) a station ten miles west of Penbroke, I drove to the scene of the disaster (through the kindness of the editor of the Standard). Arriving at the end of a ten mile drive we found the scene of the accident as complete a piece of train wrecking as it is possible to imagine. The whole of the longest span of the new three-span bridge crossing the Pettewawa river had collapsed, and all its iron work, trestling etc. lay in a mangled heterogeneous mass in the water of the rapids flowing underneath the bridge, the same having been mixed up with the remains of the steam shovel and derrick, and also of a couple more flat cars; against the solid stone pier on the westerly end of the demolished arch or space stood the "conductor's van" on end, one end of the van in the rapids, the other leaning against the stone pier just as it rushed over. The bed of the rapids was totally blocked with wreck, at the eastern pier of this demolished arch, with one end also in the waters, and the other reared up against the stone pier, stood, also on her end, boxcar No. 1762, whilst over the edge of this eastern pier hung boxcar No. 2918, literally hanging over the impromptu precipice, as it were, half way coupled to car 312, which had escaped and there was standing on the sound span. I would at a cursory glance estimate the length of the gap caused by the accident to the bridge, at say about 120 feet. The bridge was a solid looking structure of iron in three spans and fitted into solid stone piers. The masonry did not show the least sign of the shock it received. Interviewing the who found poor Williams' corpse, I learned his hat was on his head, one hand in his pants pocket, and a leather mit on his right hand, and it was evident he was about "braking" as he was instantly hurried to his cruel end. John Holyoakes was the driver on the train, John Eldred, fireman, both escaped injury, Stewart Gthompson, in charge of the steam shovel, was badly bruised and cut. A young frenchman from Ottawa, name, unknown, had his left arm badly smashed. Dr. Dickson amputated it at the shoulder this evening. Three tramps said to be stealing a ride were badly injured. Mr. C.W. Spencer and Mr. Harry Spencer arrived with a special about 5 p.m. and investigated and commenced with a gang of men to start clearing the wreck being engaged with two engines. After the inquest, Williams' body will be taken to the station by Lodge 128, A.F.& A.M., of which he was a member.

There is an account of the inquest in *Journal* 10 June 1886.

The evidence showed that the derrick of the steam shovel caused the accident by catching the bridge overhead --

Verdict "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa Bridge on Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders.

A large staff of engineers are at present on the line, most of whom are laying out on the construction. A strike among the labbers was reported last week. For the truthfulness of the rumor we cannot vouch.

Considerable work yet remains to be done at Campbell's Lake. At the beginning of this week about 100 yards in length were required to complete the long filling which skirts the eastern side of the lake. The large cutting from which the material for this has been taken is being operated from both sides, the displacement from the south section being put between Campbell's House and the river, where the necessary filling is considerable. A distance of nearly fifty yards yet divides the extremities of these cuttings, which involves work of a pretty heavy character, although he encountering of rock does not seem probable.

Mr. Leahey has made good progress with his work, which with the exception of a few links at road crossings, is completed. It is said he has procured another contract further north.

It might not be out of place here to say that the new piece of wagon road which it was necessary to make at Campbell's is decidedly too narrow. Located as it is on the hillside, renders the passing of teams without capsizing a matter of almost impossibility. In the public interest we think the road should have been made at least a yard wider.

## The Petewawa Accident

## The Inquest on the Body of the Killed Conductor

Pembroke June 9 - The inquest on the body of Frank Williams, the conductor killed by the Petewawa accident, was held at the town hall yesterday by Dr. Dickson, coroner. There was a large attendance to hear the evidence, Mr. C.W. Spencer, Assistant General Superintendent, being present to look after the interests of the Railway Company. Mr. H.H. Loucks, County Crown Attorney, conducted the examination of the witnesses. Stewart Thompson, the foreman in charge of the steam shovel, was the first witness. He was brought from the hospital in order to give his evidence, and was suffering much pain from his injuries.

John Holyokes, engine driver and John Eldred, fireman of the engine were also called to the stand. The evidence showed that the derrick of the shovel caused the accident by catching the bridge overhead, the witnesses stating that the train was running at the rate of 5 miles an hour. Samuel Turner, the brakeman who escaoed uninjured testified that he signalled the driver to slow up as he passed under the bridge and then looked back to see if the derrick would clear or strike the bridge. The evidence of the other witnesses went to show that two other bridges similar to the Petewawa bridge had been passed under in safety, the derrick clearing them both.

Henry Wood, bridge inspector of the Eastern Division, was examined. He stated that the wrecked span was 141 feet 9 inches in length, the height of the arch being 18 feet. The other bridges passed over were 20 feet and 21 feet in the height of the arches. He had nothing to do with laying out the height of these bridges that was done by the engineers. The height og the arches was in all cases regulated by the length of the span. The bridge in question was overhauled and put in first class condition in November last. He knew of no fault in the bridge which would render it unsafe. There was no law compelling bridges to be of a certain height. It would take great force to break this bridge. He had tested the bridge in course of its manufacture and found it very satisfactory. It was the gross weight of the train that did the damage. It was an ordinary truss bridge. Had not heard of the bridge being unsafe,

There was no evidence adduced as to the height of the derrick further than that Stewart Thompson said he thought it would be about seven feet higher than an ordinary box-car. The coroner reviewed the evidence for the jury, explaining it in the most lucid manner.

The inquest adjourned at 12.30 noon and re-opened at 2 p.m. An order was read which showed that the conductor was ordered to place a man in charge of the steam shovel whilst it was upon his train. It did not seem that he did this from the evidence further than to caution his brakeman to look out for tank pipes.

The jury after consideration found the following verdict:- "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Petewawa Bridge on the Canadian Pacific railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders."

The brethren of Lodge 128 A.F. & A.M. escorted the body to the railway depot and placed it on the train, the lamented conductor being of the Masonic Fraternity. Several of the brethren went down to Ottawa from Pembroke in special charge of the corpse.

The man whose arm was amputated was seen by your correspondent in bed at the hospital this morning. The poor fellow was bearing his suffering like a man, and was doing well. He was smoking a pipe as he reclined in his bed. Stewart Thompson is also doing well, being merely badly bruised.

## TERRIBLE ACCIDENT ON THE C.P. RAILWAY

A Freight Train Jumps a Bridge above Pembroke and Tumbles Forty Feet - Conductor Williams Killed and Several Injured.

Pembroke, June 7th.- a C.P.R. freight train coming east went through the Iron Bridge at Pettewawa, ten miles west of here at 11:30 this a.m. Conductor Frank Williams was instantly killed, and a number of others dangerously injured. It appears one of the flat cars of the train was loaded with a steam shovel, which was being transferred to the Smith's Falls division, and when the train was passing over the bridge some part of the shovel caught in the framework of the bridge, and caused the hind end of the train to leave the track and pitch over into the river, some forty feet below. The engine and tender came safely over, and it was at once dispatched to Pembroke with all the wounded who could be found, and afterwards returned with doctors from here. The explanation of so many persons being on this freight train is that the men were being transferred to Smith's Falls to work with the shovel.

## FURTHER PARTICULARS.

It appears that the regular freight left Chalk River at 10:30, en route for Ottawa. When crossing the Pettewawa bridge, which is situated about twelve miles from Pembroke, the projecting end of a steam shovel caught in the ironwork, upsetting the rear cars, and hurling them into the river below. Conductor Williams, who occupied the caboos was instantly killed, while the train hands were more or less injured, one or two of them, it is expected, fatally. A scene of terrible confusion followed the crash. The greater portion of the train, which consisted of about twenty cars, got over the bridge in safety, and was brought to a sudden stand-still. The engineer and fireman were uninjured, and hastened back along the track.

Considerable difficulty was experienced in rescuing the injured train hands from the half submerged and splintered cars, which were piled up in an indistinguishable heap. The injured men, together with the conductor were conveyed to Pembroke. Half an hour after the accident occurred Mr. C. W. Spencer, Assistant General Superintendent and Mr. H. B. Spencer, Assistant Superintendent, left the Union Depot on a wrecking train, bound for the scene of the accident, at the rate of 50 miles an hour.

The bridge was badly damaged, and it is thought that considerable work will have to be performed before the direct service is resumed.

Conductor Frank E. Williams, who met his death, is well known in Ottawa. He resided on Sherwood street, and leaves a wife and an infant only three weeks old. He left the city on Saturday evening on the up train. The deceased was a great favorite in railway circles, and has been connected with the Canadian Pacific Railway during the past 5 or 6 years.

The Pembroke Standard says: Stewart Thompson was standing on the platform at the rear of the van when it tumbled into the river. He escaped with a few bruises about the body and face. These were the only casualties that happened to legitimate employees of the company. The remaining three who were injured were tramps who had got on board somewhere further up. The three tramps were perched away on the empty flat car, and were stealing a ride to Ottawa. We were unable to obtain their names, but learned the nature of their injuries. The first extricated from the debris was an old man who was so severely injured internally that he could not speak. The second was a younger man, who received a severe scalp wound and a few slight bruises about the body. The third was a Frenchman who could not speak a word of English. He was found entangled in the ruins with

## HIS ARM ACTUALLY PULLED OFF

halfway between the elbow-joint and the shoulder. The bone was entirely broken off at the elbow, and the remaining stub of the bone was broken into long sharp-pointed splinters, which were driven into the flesh, some of them even penetrating to the shoulder. He was brought to Pembroke and placed in the hospital, where his arm was amputated close to the shoulder a short time after. He was particularly courageous, and did not even murmur when being removed from the wreck. One of the brakemen who escaped was badly frightened, and from what we saw of him is not likely to recover from the nervous shock for some days. He was very reticent about answering some of the questions asked him by several parties as to what he knew about the accident. Finally he said: "I ought to know something about it, and where they were (meaning the unfortunate victims). I only escaped a similar fate myself by two car lengths." He then added, others were to "look out for the water tanks," but stated that they were not instructed to guard against striking bridge girders.

Another of the train hands stated that the shovel and derrick had gone up some time ago, and passed under the same bridge. He also said that on the way down it had passed under several bridges and seemed to have plenty of room. Although the employees were inclined to keep silent in the matter as to whether any particular individual was in any degree responsible for the accident, it was evident from the particulars obtained that no blame can be attached to any one. The mishap seems to have been

## PURELY ACCIDENTAL

and was unexpected to all in connection with the train. Three wrecking trains were immediately sent to the scene of the trouble, two coming from Ottawa accompanied by Mr C. W. Spencer, Mr Harry Spencer and a number of master workmen, who set about removing the debris at once. Orders were sent back to Pembroke for timber and we were told by Mr. Spencer that a temporary wooden trestle bridge would be erected in the meantime, and in fact would be in a position for trains to cross within 48 hours. Arrangements were made for the transfer of passengers from one side of the river to the other, so that passenger travel will not be seriously delayed. Notwithstanding the severe shock on the whole of this large structure, the stonework remained intact.

## LATER

Before going to press we learned that the body of Conductor Williams was taken charge off by the Freemasons of Pembroke, the deceased being a member of that order, Stewart Thompson will be around in a few days. The old man is not likely to recover, but it is thought his companions will survive the severe shock.

11/06/1886

*Almonte Gazette*

Winchester

Smiths Falls

VOTING ON BY-LAW. - on the voting on the by-law to grant \$25,000 to the Ontario and Quebec Railway for the purchase of land for the roundhouse and works, track by way of Merrickville, etc., very general interest was observed, and the opposition was much less than was anticipated. Nearly all the available vote was cast, the vote being taken on last year's list. Dufferin Ward came first with a vote of 93, all for the bylaw; Rideau Ward next, with 72 for and 2 against: and Elgin Ward 54 and 2 against: making a total vote of 215 for the by-law and four against.

12/06/1886

*Ottawa Free Press**Ottawa City Passenger*

The street car drivers would be glad to see some notice taken of the suggestion made by the S.P.C. that they should be provided with seats.

12/06/1886

*Brockville Recorder*

Brockville

Brockville

The schooner Pride of America is expected here today with a huge cargo of railway coal.

15/06/1886

*Ottawa Journal*

Buckingham

The local train service on the branch of the C.P.R. is good, there being four trains up and down daily. Passengers are anxiously looking for the construction of some more convenient means of getting on and off the trains and shelter from bad weather.

**15/06/1886 Ottawa Citizen Winchester**

The Morrisburg Courier says that work on the Ontario and Quebec Railroad portion of the C.P.R. short line is now going on through Mountain, Winchester and Finch, with hundreds of teams and about 1,000 men grading. Property is booming up fast and the holders are looking forward and preparing to enter into all the enterprises that are necessary for the growth of two prosperous towns in Winchester. The expenditure of money on this railroad will be over \$13,000 per mile and about one half will be paid direct for right of way and construction, for contractors, labourers and for produce from farmers, etc.

**16/06/1886 Ottawa Free Press Chaudiere Chaudiere**

Work on the C.A.R. extension into the Chaudiere is being rapidly pushed forward. The tunnel over the aqueduct between the Lloyd and the Lett street bridges is almost finished and so far presents a most solid and substantial appearance. There seems to be a fair prospect of the tunnel being finished by July 1st, as predicted.

**16/06/1886 Athens Reporter Westport**

Contracts for Sections 1 to 6 Brockville to North of Delta Awarded

During the past week the contracts for grading and masonry have been let for a large portion of the road from Brockville to Westport. Mitchell & Robinson have secured the contract for the 3 first sections extending from Brockville to near Farmersville. One of the firm arrived in Brockville on Monday and will commence operations at once. They call for 800 men and 100 teams. Sections 4 & 5 extending from a point a little east of Farmersville to Delta Creek, a distance of 12¼ miles has been awarded to R&P Mitchell & Co of Ottawa. Section 6 from Delta about 6 miles has been let to P.C. Swathworth & Co of New York. On all these section work will commence at once. Boarding shanties were commenced at Phillipsville yesterday; and 20 teams left here this morning to bring 300 navvies to different points along the line. Everything points to an immediate commencement of work along the entire line between Brockville and Westport. We propose making some comments about locating of the line in our next issue.

**17/06/1886 Athens Reporter Westport**

Sod turning at Athens Dr. A.K. Addison turned the first sod on Mitchell and Robinson's contract on the B&W Rwy. at Athens.

**18/06/1886 Kingston Daily British Whi Kingston (CP) Kingston**

St. James Church Strawberry Festival  
Opening of K.& P.R. station

**18/06/1886 Almonte Gazette Chalk River Almonte**

The C.P.R. Co., have put up notice at each end of their bridge here forbidding pedestrians to cross, and have appointed a watchman to see that the order is obeyed, in the person of Mr. Christmas Rivett. It is said that parties caught crossing hereafter will be prosecuted.

**18/06/1886 Almonte Gazette Chalk River Petawawa**

ANOTHER VICTIM. - one of the three tramps who stole a ride on the freight train which went through the Pettewawa Bridge and were injured, died from the effects of his injuries, and was buried at Pembroke on Saturday. Another had his left arm taken off above the elbow.

THE PETTEWAWA ACCIDENT - after hearing the evidence of the different witnesses at the inquest on the body of the unfortunate conductor who was killed by the accident at Pettewawa bridge last week, the jury brought in the following verdict: " that the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa bridge, on the Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take necessary precautions in approaching the bridge in time, as required by his running orders."

**21/06/1886 Ottawa Citizen Winchester Merrickville**

Great excitement prevails among the residents of the proposed short line from Smiths Falls to Montreal, at the quick execution of that important work. Some two hundred navvies are at work in the neighbourhood of Merrickville, and grading excavations are already made for two miles.

**22/06/1886 Ottawa Journal Carleton Place Ottawa, Broad Street**

The Union depot is undergoing a thorough renovation. It has been raised, and a force of painters are at work putting on the last coat of paint. The depot will assume a much improved appearance, when the work is completed.

**22/06/1886 Ottawa Citizen Carleton Place**

The opening of the Canadian Pacific Railway for traffic from Montreal through to the Pacific coast, which will mark the inception of a new era in Canadian history is now definitely fixed for Monday June 29, a week from next Monday. (NB. Monday was June 28).

Railway Construction. The Brockville, Westport & Sault Ste Marie Railway under way at Last. The First Sod Turned. Inauguration Ceremonies at Farmersville. The work to be Rapidly Pushed Towards Completion.

After a delay of a number of months 'twixt hope and fear, the railway connecting Brockville and Westport, and which the more sanguine believe will be ultimately extended to Sault Ste Marie, was on Thursday last commenced near Farmersville. At about one o'clock Mr. Mitchell, the contractor, with twenty men, armed with spades, was on the ground giving directions to inaugurate the work. Mr. Mitchell is a tall, well-built man, with a commanding presence; decision of character and readiness for physical action as distinctly marked as the promptitude with which he designs, animates, so to speak, through all the linen of his work. Having quickly made the necessary arrangements, he called upon Dr. Addison to turn the first sod.

The men being summoned to the spot, and there being a large number of spectators present, the doctor addressed a few words to those assembled around him. Our anxieties, he said, as to the commencement of the road were now happily over. We had got tired of taking long journeys over bad and rough roads, in slow conveyances drawn by lame horses, and we could not but hail with delight the anticipation of being wafted withersover we will in almost less than no time, no matter what the state of the roads or condition of the weather. As to its pecuniary advantages he referred to a simple statement of his some time since, published in the Brockville Recorder and Times. If a man had but one sheep to sell, and he wished to tame the wind, all he would have to do would be to convey it to the nearest station, and then and there he would find a purchaser. Addressing himself to the men, he said he hoped that they would not quarrel and fight, but live in harmony with one another, as the work to be accomplished could only be done by a long pull, a strong pull, and a pull altogether. Quarrels, however, among workingmen were chiefly the result of too much grog. But happily, in the cause of peace and quiet, since the Scott Act was enforced they could not get a drop for the life of them, and would have money in their pockets. He was a physician, and it was his duty to warn them to take care of their health - always to remember the bad effect of suddenly checked perspiration; the bad effect of over-heated men sitting or lying on the damp, cold ground! He referred to recorded circumstances which, he said could not be too often repeated. One of the princes of Germany had been hunting, and while in a state of profuse perspiration entered his palace, threw open a window to enjoy the evening breeze, took a chill and in thirty-six hours was no more. The doctor's mother had taught him all such things, and would not allow him even to sit on a cold stone.

Thursday last as a rainy day; but as it is unlucky to spill salt on the floor, so it is unlucky to begin any great work on Friday. So on Thursday, although a near shower was in the sky, there was no postponement, and Dr. Addison proceeded to throw the first spadeful of earth on the Farmersville section of the B&W Railway. Mr. Mitchell, with a due amount of solemnity in his voice, then repeated the Lord's prayer, after which the men went to work with a right good will. Our reporter only regrets the absence of the thrilling sounds of the bagpipe, the soft minstrelsy of the harp and the gentle notes of the guitar, in honor of the nations which have supplied us with those strong and hardy men.

24/06/1886 *Ottawa Journal* *New York Central*

Messrs. C.E. Hickey, M.D. Morrisburg; J. Kerr, Farrans Point; A.P. Ross M.P.P. Cornwall; Walter Shanly, M.P. and Dr. Bergin, M.P. Cornwall; arrived here today and registered at the Russell. Various rumors are afloat regarding their mission to Ottawa. One is to the effect that they are here to promote their Ontario and Pacific railway, the terminal points of which are Cornwall and Sault Ste. Marie. It is expected that the subsidy of \$3,700 for the building of the road will be disposed of to the company undertaking construction. Rumor has it that contractors have been found to build it.

25/06/1886 *Ottawa Journal* *Maniwaki*

It is not unlikely that the Gatineau Valley Railway has seen its darkest days and that the work of construction will be commenced at an early date. Judge Sypher of Philadelphia, who has been stopping at the Grand Union, for some time past, left today on a trip of inspection over the route as far as the river Desert. He was accompanied by three gentlemen, including Mr. Smith, who is an expert railway engineer. The party will be gone for four or five days. They will traverse the entire stretch of country from Hull to the northern terminal point. They are entrusted with the task of making a thorough enquiry regarding the engineering difficulties to be encountered as well as the resources of the region to be opened up. On their return they will submit the result of their inspection to a wealthy syndicate of American capitalists, who are prepared to build the road. If their report proves as satisfactory as expected, the work of construction will be commenced at an early date.

28/06/1886 *Ottawa Citizen* *Chaudiere* *Richmond Road chaudiere*

Canada Atlantic Railway advertisement June 28 1886.

A train leaves Richmond Road station at 7.45 a.m. and 4.35 p.m. connecting with trains leaving Elgin Street at 8.00 a.m. and 4.50 p.m.

28/06/1886 *Montreal Star* *Pontiac Pacific Junction*

A force of men employed in the construction of the Pontiac Pacific Junction railway have been dismissed, the contractors having decided not to lay rails any further than Shawville till Spring. The men who were discharged were principally Italians.

29/06/1886 *Ottawa Citizen* *Carleton Place*

From ocean to ocean. (extracts)

At Calumet the depot was elaborately decorated and illuminated. A band played popular airs and the large assemblage cheered the arrival and departure of the train. At Point Duchene and other places on the road to Ottawa, bonfires were lighted and houses were illuminated, and everywhere as the train passed it was greeted with local and enthusiastic cheers.

THE SCENE AT OTTAWA

No demonstration was organized in Ottawa to greet the passage of the train which was destined to become historic, but a large number of citizens gathered at the Union Depot last night some time before the time fixed for the arrival and enthusiastic contemplation of the prospect was the rule. The exuberance of the reception afforded the train from the moment of its leaving Montreal delayed it, and it was not until half an hour after the schedule time that its near approach to Ottawa became apparent. Then the pyrotechnic salute was given at the depot. The moving spirits being Messrs. William Porter and Pearce. The train backed into the depot in two sections, one being the through section and the other the regular Toronto train with extra baggage and mail cars attached. The through section consisted of the superb dining car "Holyrood", the sleeping car "Honolulu" two first class coaches and an emigrant sleeper. The crowd gathered at the depot sent no noisy cheers but made up in curiosity or interest what it lacked in exuberance. The cars had no sooner come to a stand still than they were invaded by a host of Ottawaites who eagerly examined the fittings and general arrangements. Many expressions of admiration were heard as the crowd filed through the cars, for the "Holyrood" and "Honolulu" are simply palaces on wheels. A Citizen reporter who went through the train succeeded in finding the first passenger who bought a through sleeping car ticket and in order that posterity may cherish his memory, his name is given. He was Mr. C.I. De Sola of the firm of De Sola and Ascher, Montreal.

The train being late on arrival at Ottawa was speedily sent forward on its journey, taking with it through passengers from this city.

As the cars began to move out of the depot, friendly hands were finally shaken, good wishes were exchanged and with buoyant feelings of patriotic pride the crowd left the depot and dispersed to the four quarters of the city.

Engine No. 300 which brought the train from Montreal was driven by Engineer Barrant, Fireman Maynes. Another engine was coupled on to No. 300 before she left Ottawa. No. 300 gave no outward sign of possession of the Montreal flag, the advent of which had been promised by telegraph.

Mr. R. Lester, contractor of Ottawa, has just opened extensive new quarries back of Hull in the vicinity of Mr. C.B. Wright's quarries. Mr. Lester has a large gang of men engaged in getting out stone for his contract with the new Short Line Railroad for the construction of the bridges on the line.

The extensive cutting in the rear of Robert Wallace's farm will be down to grade level this week. The road as far as Stevenson's Creek will then be ready for ties. A branch line has been surveyed between the proposed station on Mr. Clarke's and this village. The line terminals on Mr. McVeigh's property on the hill to the east of the village, and will be comparatively easy of construction. As soon as the cutting at Campbell's is finished there will be a further stretch of several miles ready for the ties. Considerable pile driving will have to be done where the road crosses Stevenson's Creek. The bridge at this place will be low.

Her majesty's mails, which have been up to the present conveyed from Buckingham station to the village in the old fashioned stage, were on the 1st instant taken over by the Buckingham branch line, and will in future be carried to the village by rail.

Mails for Buckingham village will in future be carried from the C.P.R. depot over the branch line.

Next week early, track laying will be re-commenced on the Pontiac and Pacific Junction Railway from the point 4 miles west of Shawville, where it was last stopped. By August 15th, trains will run as far as Campbell's Lake and by October 1st to the Coulonge. There are now two locomotives and sixty cars engaged in the construction work, such as ballasting, etc. The train already runs two trains a day between Aylmer and Shawville, one leaving Shawville at 7.30 a.m. and returning leaving Aylmer at 6 p.m.

A Kemptville correspondent writes that a visit to the camp of Messrs. Corbet & Kemp. Contractors for the five miles division of the short line, C.P.R., east of Kemptville, shows the work to be in a forward state. Mr. Tod Lyons, who is bookkeeper and storekeeper for the contractors, said he expects this division to be completed in about six or seven weeks at the longest, when the gang will be removed to another contract. There are, at present, about 150 men on the works.

The celebration at Shawville was probably one of if not the most successful ever held in that village. The prospect of witnessing the novel sight of a Masonic procession and the arrival of an excursion train from Aylmer -- At ten o'clock the brethren of the Pontiac Lodge A.F. & A.M. together with several visiting members assembled in the Masonic hall, preparatory to their marching up to the station to receive King Solomon's Lodge of Aylmer. After about an hour's delay, in which the regular opening and closing ceremonies were performed, the brethren formed in procession and walked to the station. The platform and in fact all the available vantage ground was by this time in possession of the large crowd of people whose curiosity had drawn them together to witness the arrival of the excursion train. An hour afterwards an engine, tender foremost, and gaily decked with miniature flags, steamed up drawing four box cars filled almost to suffocation with passengers. -- At five o'clock, amid uproarious cheers, the waving of hats and handkerchiefs, the train rolled away on its homeward journey, and the crowd returned to the village.

The bus line between the Protestant Hospital and the Post Office, will scarcely run at all this summer. The residents of the city in that direction are agitating for a street car track running in that section of the city. The proprietor of the buss line is said to have lost money in the enterprise.

NARROW ESCAPE. - if there is a law limiting trains running through towns to six miles an hour, as we understand there is, the proper authorities should see that it is enforced, otherwise serious results will one of these days be chronicled. On Friday last a train went whizzing through this town at a rate of certainly not less than twenty miles an hour, and on several occasions since nearly an equal rate was attained. Sunday evening a train going north at a pretty fast rate came near demolishing a double buggy occupied by members of the family of Mr Gilbert Forgie, Ramsay, the locomotive just grazing the hind part of the vehicle on the crossing near the Almonte house. The horses became frantic and were with difficulty prevented from running away it was certainly a very narrow escape.

Several Ottawa merchants are at present engaged in negotiating with the CPR authorities with a view to availing themselves of the new facilities offered by the road for the transport of freight to and from the Pacific coast.

Judge Keyes and party returned from a trip of inspection over the route of the G.V. railway. They proceeded as far as Pickanock and found everything as represented. They feel confident that the road will pay from the outset and left for Philadelphia to report to the capitaist interested in the project. - Aylmer Times.

There are 1,600 men at work on the line of the Pontiac Pacific Junction railway. This week track laying was to be recommenced at a point four miles west of Shawville, where it was last stopped. By August 15th trains will run as far as Campbell's lake, and by October 1st to the Coulonge. There are now two locomotives and sixty cars engaged in the construction work, such as ballasting, etc.

Happenings Of The Day

The contract for the new C.P.R. station, at Perth, has been awarded to Messrs. Wm. Hood & Son, Montreal, who have three months in which to complete the work.

It is stated that track laying is to commence this week for which the road as far as McLennan's Creek is now almost ready.

A large quantity of earth yet remains to be removed at Campbell's cutting.

Mr. McAdam's contract for five miles is nearing completion.

A rumor was current a few days ago that some further contracts had been given out, which upon inquiry proved to be incorrect. It is unlikely any more will be given out until the crossing place is definitely settled.

The work of constructing the Pontiac and Pacific R.R. is being rapidly pushed forward. The rails have been laid about twenty miles above Shawville.

16/07/1886 *Almonte Gazette* *Winchester* *Smiths Falls*

HARD AT WORK. - Quite a gang of men are working on the new railway in Upper Town. The ground for the erection of the buildings has been secured, and the buildings will be proceeded with at once.

16/07/1886 *Almonte Gazette* *Winchester* *Merrickville*

The O. & Q. R.R. bridge over the Rideau at this place is now under way. The stone-cutters are busy preparing the stone, while the consignments of lumber are arriving for the coffer-dams, trestle work, &c. Pay day this week put a good deal of money into circulation

20/07/1886 *Ottawa Free Press* *Ottawa City Passenger*

The street railway are laying a new track on Sussex street and are using the improved rails on it. The improvement, of course, necessitates the tearing up of considerable metal.

20/07/1886 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic, with considerable enterprise yesterday instituted a buffet dining service on the train between the city and Montreal.

20/07/1886 *Ottawa Citizen* *Canada Atlantic* *Deep cut*

New piling ground. To accommodate their increasing lumber business Messrs. Bronson & Co. are erecting new piling grounds at the deep cut, also a new planing mill at the same place.

22/07/1886 *Ottawa Journal* *Winchester* *Merrickville*

Riots at Merrickville

Italians Engaged in the Construction of the New Short Line Railroad Cause a Serious Riot

The quiet village of Merrickville was thrown into wild excitement last Saturday evening. A number of Italian navvies employed on the construction of the new Short Line Railroad, and who were boarding in a house situated near the bank of the Rideau river, got into a serious row. It appears that the proprietor of the house had smuggled in a barrel of beer to treat his boarders, who numbered over 20 men, all of whom were Italians and French-Canadians employed on the Railroad. The beer, which was very strong, was passed round the crowd, and in a very short time the whole number were drunk. A dispute began about the division of a quantity of the liquor and ended in a furious row; the furniture was smashed and the house was completely gutted. Knives were used freely and for upwards of an hours [sic] confusion reigned supreme. The constables were at length called out and tried to force an entrance into the house but were greeted with a shower of broken furniture and china, which made them beat a speedy retreat. They again tried to capture the house, but were again attacked by the drunken and infuriated mob, who threw out of the windows all the articles of furniture in the house, including stoves, tables, chairs, bed mattresses and other articles that came in their way. The siege had lasted about an hour, when the police, who were reinforced by a number of citizens forced an entrance by the back door and charged the crowd, which dispersed in every direction. One of them jumped out of an upstairs window into the river, and has not yet been seen. It is supposed that he was drowned. When the police entered the room where the row originated they found the floor and walls covered with blood, and two men lying on the floor apparently dead; but upon examination it was found that they were only wounded by knives. The constables pursued the mob and captured a number of them; the rest escaped. The wounded men are recovering.

22/07/1886 *Ottawa Journal* *Winchester* *Merrickville*

The stone work on the bridge on the C.P.R. short line at Merrickville will be finished before Saturday night. Operations are also being pushed forward at Kemptville, where the stone work of the bridge crossing the river there will be finished within three weeks. There is a great scarcity of labor at both places. The road has been graded to a point ten miles west of Kemptville. All the grading will be finished before fall and the bridges at St. Anne's and Vandreuil [sic] will be completed early in December. The greatest activity prevails at the Hull quarries where a great proportion of the stone is being obtained. A large number of barges are employed carrying stone down the river to St. Anne's.

23/07/1886 *Ottawa Citizen* *Ottawa City Passenger*

Street railway cars pass Queen's Wharf in time to connect with steamer Empress leaving at 7.20 a.m. excursion to Grenville and return. Fare 50c. Saturday excursion to Grenville and return - fare 50c. Steamer Empress leaves Queen's Wharf at 7.20 a.m. Street cars leave Suspension Bridge at 6.45 a.m. and connect with steamer.

Double tracking

How it is progressing on our street railway.

The work now going on beside the street railway tracks at the corner of Sussex and Rideau streets, will complete the most difficult and tedious part of the task the company have in hand in double tracking their line from Pooley's Bridge to Murray street. As this spot is the only corner they have to bother them now, the double tracks having been laid at the Bank street turnings early in the spring, and now extending in an unbroken line from Pooley's Bridge to Sparks street east of Bank. The grade given to the company for their track is about a foot above the present level, so that just as soon as the new track is put down the corporation will have to raise the roadway. Instead of being flat as at present, Sparks street will be "crowned" much as the streets at the Chaudiere now are. When their improvements are completed the company will be in a position to give very much improved service.

23/07/1886 *Ottawa Journal* *Chaudiere* *Chaudiere*

A Journal reporter, meeting Mr. J.R. Booth this morning asked him what he intended to do if his offer to the City Council of \$5,500 for the building of the Chaudiere Fire Station was rejected. Mr. Booth stated that if his offer, which he considered a liberal one, was rejected, he would build the station as he first agreed upon his own plans. He stated that he would have the work done, and done satisfactorily, for \$5,000 but he offered the council \$5,500, as he did not wish to be bothered with it having sufficient to attend to in his own private business.

23/07/1886 *Almonte Gazette* *Winchester* *Smiths Falls*

THE RAILWAY. - work on the Smith's Falls Airline, as it is called, is being rapidly pushed along. Gangs of men are at work all along the line, and a considerable part of the road is ready for the ties. The road-bed is finished for several miles this side of Merrickville, and just below the village of Merrickville the approaches for the bridge over the Rideau are being prepared. From appearances the bridge will be a high one, and the embankments required will absorb an immense amount of material. Mr Lumsden, chief engineer, is kept busy looking after the interests of the C.P.R. Company. We had a visit from him on Monday last, and learned that the situation of the shops and yards has been decided on, and work on them will be begun at once.

23/07/1886 *Ottawa Citizen* *Other*

The new 24 hour clock was placed in the Canadian Pacific Railway Company's office, Montreal, yesterday.

24/07/1886 *Ottawa Citizen* *Prescott* *Bedell*

When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

24/07/1886 *Ottawa Citizen* *Ottawa City Passenger*

A quantity of rails for use on the new double track of the city passenger railway were deposited on Metcalfe street near Sparks yesterday afternoon. They are the new improved flat rail, not the "terror" to vehicles in use on the old track.



**29/07/1886    The Equity, Bryson            Pontiac Pacific Junction**

On Thursday night last while the night gang were at work in the railway cutting at Campbell's Lake a Finlander named ? Met with his death by the caving in of a large portion of the embankment on the side of the cutting. Rest illegible.

**29/07/1886    Ottawa Journal                            Winchester**

Several employees working on the Short Line near Kemptville left work last week and, as the contractors, T. & G. Robinson, would not deviate from the rule of not paying men who voluntarily quit work until the next pay day, the employees sued the contractors. The case came up at Brockville last Saturday, Mr. G.E. Kydd, appearing for the defendants, when judgment was given dismissing the action against the contractors.

**30/07/1886    Ottawa Journal                            Ottawa City Passenger**

A street car ran off the track on Rideau street this morning where the laborers are excavating. A party of men were, for a considerable period of time, trying to get it on the track again. The cars were delayed for some time.

**30/07/1886    Renfrew Mercury                        Kingston (CP)**

The Kingston and Pembroke railway company have decided to keep the sleeping car "Chapleau", now running between Kingston and Sharbot Lake. It was thought that the sleeper would not pay but the car has been well patronized.

**30/07/1886    Almonte Gazette                        Pontiac Pacific Junction**

A NAVVY'S DEATH. - on Friday last a sad accident occurred on the line of the Pontiac road, which resulted in the death of a Finlander engaging on the works, and whose name could not be ascertained. He was working in the heavy cut now being made at Campbell's Bay, near Shawville, at the time he met his death. He was working on the excavation and a mass of earth fell on him, knocking him senseless to the ground, and in a few seconds more a large portion of the bank gave way and buried his senseless form. Steps were at once taken to extricate him but by the time his body was dug out the unfortunate man was dead. He had been about two years in the country, and was known as one of hard-working and sober and frugal habits. He and his brother-in-law lived in a shanty constructed by themselves alongside the road, and both were noted as peaceable parties. The deceased man was married and had a wife and family in his native country. Dr. Gaboury, of Bryson, was sent for, and satisfied himself as to the nature of the case. The remains were buried the same day in the Presbyterian graveyard at upper Litchfield.

**02/08/1886    Ottawa Free Press                        Ottawa City Passenger**

The Street Railway company still neglects to put up any warning lights at night where they are cutting up the streets, and the unwary are likely to drop into the holes they have made in the dark. The night before last a gentleman in the public works department fell into one of the excavations and received some severe contusions. He is now inquiring who he should legally proceed against. The Street Railway company who neglected to observe the city bylaw, or the corporation which seems careless about enforcing its own ordinances. He says he will go for somebody when he finds out who is the right one to go for.

The street railway company have at last taken the hint given them by this paper, and last night had lams put up at the dangerous points where new track laying is going on.

**04/08/1886    Athens Reporter                        Westport**

Rock Work on Farmersville Section and Delta Road

The work on the Farmersville section of the B&W RR is progressing very rapidly, and the foremen have done their duty towards both men and contractors. They have finished the rock cut opposite Mr. Pierce's on the Delta road and have done about as fast work as any men could do in rock. There have been excavated in the neighborhood about 1,000 yard in eighteen days, with an average of about 20 men. The foreman, Tom McIlvenna and Wilson Riley, have performed their duties in a manner which must be gratifying to the contractors, Mitchell & Robinson.

A large number of Italian workmen are expected on this section shortly.

Fay & Co are making good progress on their section of the road.

**05/08/1886    The Equity, Bryson                        Pontiac Pacific Junction**

It is expected the iron will be laid as far as the road crossing near Mr. William Connally's by the end of this week.

The station house at Campbell's will be completed by the time the rails are laid to that point.

Nothing has been done yet towards the work of bridging McClellan's Creek. This is likely being deferred until the track is laid up to the point in order to facilitate the bringing up of the necessary materials and plant required in construction. It is proposed to put a temporary bridge across so as not to interfere with track laying. The same will be done at Bernard's Creek.

Day and night gangs are still working at the cutting at Campbell's Lake, which will yet take some time before completed.

Mr. McAdma's five mile contract north of Campbell's is finished. As the remaining section between the end of this contract and Fort Coulonge will be very easy to construct, there is every possibility of the rail reaching Fort Coulonge this fall.

**06/08/1886    Brockville Recorder                    Brockville                            Brockville**

The first direct consignment of tea from Yokohama to Brockville - eight cars for New York - arrived 42 days out of Yokhama.

**06/08/1886    Almonte Gazette                        New York Central**

ANOTHER. - It is said by some newspapers that the Ontario and Pacific Railway is about to assume practical shape. They assert that some American capitalists are going to push its construction from Cornwall to Perth ay once, which, if true, will give Merrickville another railroad. We trust there is some truth in the statement.

**09/08/1886    Ottawa Journal                            Winchester**

Laborers' Strike

Angry Italians on the Short Line Demand More Pay

They Show Fight but are Calmed Down by a Display of Force

A strike, which nearly ended in bloodshed, took place last Saturday at Apple Hill, a point on the Smith's Falls Short Line, near West Winchester. Sixty Italians, employed by Messrs. Stewart and Kennedy, who have the contract for six miles of the road, demanded that their wages be increased from one twenty five to one forty a day. They left off work about noon, and marching to the contractor's office, through the medium of their interpreter, declared their intention of holding out until their demands were complied with. They complained that another gang of laborers at work on a more difficult section of the line, a few miles distant, were at present drawing the wages asked for. The contractors then ordered the strikers off the premises, announcing their intention of not paying them off until the 15th inst. At this proposition there was a howl of rage, and many of the swarthy Italians drew ugly-looking knives and acted in a very threatening manner. Messrs. Stewart and Kennedy who had now become alarmed for their personal safety, hastened into the office with their foreman, and re-appeared with two loaded rifles. At sight of the weapons the Italians withdrew at a helter-skelter rate, and a few hours later agreed to return to work to-day at the old rate. The decisive action of the contractors undoubtedly averted serious trouble.

*10/08/1886 Ottawa Journal Chaudiere Chaudiere*

It transpired that twenty-two tenders were received yesterday, for the construction of the new fire station on the Chaudiere. The committee threw out two of this number, one of the contractors tendering for the wrong job, the other omitting to mention a figure. Many of the tenders were high, while several were correspondingly low. The sum of \$5,500 agreed to be paid by Mr. J.R. Booth in lieu of erecting the station has been deposited to the credit of the Corporation.

*10/08/1886 Ottawa Journal Prescott Union Depot chaudiere*

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

*10/08/1886 Ottawa Journal Westport*

John F. Wood, M.P. Brockville was in town today on official business. "Yes," said Wood to a Journal reporter, "operations on the Brockville and Westport Railway are being pushed forward on an extensive scale. The track between Brockville and Westport, a distance of forty-two miles, will be laid early this fall. The entire work is under contract save a stretch six miles in extent between Lyn and Brockville.

"But we have not settled down to work in real earnest yet," said Mr. Wood.

"The road will be completed next year as far as Sharbot Lake, where a junction will be effected with the Canadian Pacific Railway. Our charter gives us power to extend as far as Sault Ste. Marie, at the entrance to Lake Superior, and to this point the rails will be laid ere many years elapse. The Sault is destined to become a great railway centre. The Northern Pacific and two other roads from the centre of Michigan are fast extending their lines to the same place. The Canadian Pacific Railway branch from Algoma Mills cannot handle all the volume of traffic offered by the American roads, and as our route is the most direct one to the sea board, we will, in all likelihood, experience considerable activity.

An act passed last session provides for the construction of a bridge across the St. Lawrence at Brockville, thus bringing us into direct connection again with the American railway system."

*13/08/1886 Almonte Gazette Winchester Smiths Falls*

Work along the new line is booming, and the contractors say that ballast trains will be running before the first of next month.

*13/08/1886 Almonte Gazette Chalk River Almonte*

A LIVELY TRAIN. - A thirteen-car train, containing tea direct from Yokohama, passed through here at lightning speed last Friday evening. The train made the run from Donald, B.C., a distance of 1,022 miles, at an average speed of thirty miles an hour.

*13/08/1886 Almonte Gazette St. Lawrence and Ottawa Prescott*

A sad accident occurred at Prescott a few days ago, which resulted in the death of a little boy, seven years of age, a son of Mr. M. Flynn. The little fellow was playing with some companions on the St. L. & O. Railway wharf, and started over the track, when he was struck by an engine used in the yard for shunting purposes, and literally cut to pieces, death ensuing instantly.

*13/08/1886 Almonte Gazette Belleville Perth*

Workmen are busy putting in the stone foundation for the new C.P. Railway station at Perth. The plans show a fine stone structure.

*13/08/1886 Almonte Gazette Belleville Perth*

Workmen are busy putting in the stone foundation for the new C.P.R. station at Perth. The plans show a fine stone structure.

*14/08/1886 Ottawa Journal Ottawa City Passenger*

There is a great deal of dissatisfaction throughout the city, but especially amongst the merchants on Sparks street, at the slow progress made by the Street Railway Co. in the prosecution of their work. The interests of the people are wholly disregarded and the principal business streets are unnecessarily obstructed for weeks at a time. Whether this is due to the incapacity of those employed to manage the work or the indifference of the company to the convenience of the public is a question which should be settled speedily. A street railway, properly conducted, is a great advantage to a city, but, managed as the Ottawa street railway has been, it is an unmitigated nuisance. It is difficult to say whether the old buggy smashing rail, or the obstruction erected by painfully slow degrees on Sparks street to receive the new rail is the more injurious to the traffic of the city. There ought to be some authority in the Corporation competent to compel the company to prosecute their work with greater vigour or in shorter sections. For a long distance on Sparks street a sort of semi-elevated track has been built and allowed to remain untouched for a considerable time. As a merchant in the neighbourhood remarked, it is too high to be crossed by a vehicle and too low to dodge under - it is neither a horse car track nor an elevated railway, but an obstruction pure and simple, which only a patient and long suffering community would tolerate for a single day. The city ought either to get possession of the streets or lease them to the Street Railway Company and end the difficulty.

*19/08/1886 The Equity, Bryson Pontiac Pacific Junction*

Owing to some delay in the arrival of the material, the iron was not laid to the proposed site of the station at Clarke's till the end of last week. The construction engine is now busily engaged forwarding ties and rails. A night gang is employed to distribute ties preceeding the track laying.

A siding has been put in at Clarke's and material for the building of the station there is expected to arrive shortly.

The temporary trestle bridge at Stevenson's Creek has been completed. The work was done by Mr. R. Finnegan, who has commenced the construction of the coffer dams required in laying the foundation of the abutments and pier for the permanent structure.

*19/08/1886 Ottawa Journal Chaudiere Chaudiere*

Mr. John McKenna has secured the contract for the new fire station at the Chaudiere, the contract price being \$4,500. - - Operations were commenced forthwith, and this afternoon a large gang of men were engaged on the site of the proposed building.

*20/08/1886 Almonte Gazette Chalk River Almonte*

NARROW ESCAPE - on Thursday forenoon this week a couple of boys, Percy Jamieson and a son of Mr. Ralph Hill, jumped on to the van of a freight train which had stopped at the tank for water, to have a ride over the bridge. Contrary to their expectations the train did not stop at the station, and they had to jump from the van while it was going at a pretty high speed. Percy Jamieson landed right side up, but young Hill was not so fortunate, as he was thrown violently to the ground and received, besides a severe shaking up, a few abrasions on the head, but not of a serious nature. His escape from death was a very narrow one, and the only wonder is that we were not called upon to chronicle a much more serious result.

*20/08/1886 Almonte Gazette Eganville Eganville*

THE K. & P TO EGANVILLE. - a writer in the Montreal Witness, after describing the village of Eganville says: the Dominion government, during its last session gave a bonus of three thousand two hundred dollars per mile to the Kingston and Pembroke Railway company to extend the road to this place. The above company is standing in its own light the longer it puts off building the road to here. The part of the country through which it will pass to this point is the best on the whole line, and will undoubtedly be the best paying while it will cost the least to build the road.

*20/08/1886 Almonte Gazette Carleton Place Ottawa Union*

A patent gravity [sic] nut, the invention of P. Robertson, a blacksmith of Ottawa, has for a couple of weeks past, been on trial at the C.P.R. yard in Ottawa, and on some of the rolling stock. It is claimed for the new invention that it is impossible for it to work off the bill or become loose.

THE BROCKVILLE AND WESTPORT RAILWAY. - operations on the Brockville and Westport Railway are being pushed forward at an extensive scale. The track between Brockville and Westport, a distance of forty-two miles, will all be laid early this fall. The entire work is under contract save a stretch six miles in extent between Lynn and Brockville. The road will be completed next year as far as Sharbot Lake, where a junction will be affected with the Canadian Pacific Railway. The charter gives power to extend as far as Sault Ste. Marie, at the entrance to Lake Superior, and to this point will the rails be laid ere many years elapsed. The Sault is destined to become a great railway center. The Northern Pacific and two other roads from the interior of Michigan are fast extending their lines to the same place. The Canadian Pacific Railway branch from Algoma Mills cannot handle all the volume of traffic offered by the American roads, and as this new route is the most direct one to the sea board, it will in all likelihood experience considerable activity. An Act passed last session provides for the construction of a bridge across the St Lawrence at Brookville, thus bringing it into direct connection again with the American railway system.

A MIRACULOUS ESCAPE. - A lumberman named Joseph Gautier experienced a most remarkable escape from a terrible death on Saturday. He was employed in Messrs. G. A. Grier and Co's., lumber yards at Ottawa, and was engaged in loading a car nearly at the end of the tramway. While reaching down a plank from a pile he stepped backwards towards one end of his load, and over balancing a plank was precipitated from the car over the side of the tramway on to the ground below, a total distance of nearly thirty feet. In his descent he passed between two piles of lumber, and when halfway down struck a plank which was lying between the two piles. Although the board was smashed, still the collision served to break his fall, so that when he eventually landed on the ground, the only wound he sustained was a gash about three inches long on the top of his head caused by coming in collision with a stone. Strange to say, no bones were broken, and beyond the gash referred to and a few internal injuries, he escaped further damage. Mr. Young, the foreman, sent a cart down to bring him up, but Gauthier managed to get up and walk away himself before the cart arrived.

On account of the elevation of the new track now being laid on Sparks street, near Bank, being so high over the old roadway, the horses have to be detached at this point pending the filling in of the track, drivers and workmen literally having to "place their shoulders to the wheel".

Glen Buell - Purchase of Right of Way Not Settled  
There is quite a stir here in railway matters. Quite a number of men and teams have been discharged on account of the right of way not having been settled for .....(Get the proper wording)

Last night about 8 o'clock three street cars met almost together on Sparks street. The passengers were obliged to change cars twice.

More Iron Bridges. Mr. Hughes? Has received information from head quarters that as soon as he has finished the bridge here he will receive the job of putting up those at Stevenson's and Bernard's creeks,oin the line of the P. & P. J. The material for construction will be carried by the railway.

The work of laying the metals of the street railway is progressing on Sparks street. Why the engineers have thought it necessary to raise the crown of the hill does not appear plain to the uninitiated.

The work of ballasting the line on the Pontiac and Pacific railway was begun yesterday. There are immense nu8mbers of men employed in the work.

A considerable number of railway men are waiting about the city in the confident expectation of soon finding work on the Gatineau Valley railway, How far their hopes are destined to be realized, and at what date, is a matter still wrapped in the mystery of the future.

The works on Sussex street in connection with the street railway are being rapidly pushed forward, and it is hoped that before long the two ends of the new rails will meet.

Contractors Not Paid, Workers Get 10% Cash  
One of the railroad laborers boarding at J.W. Halladay's had occasion to get up last Sunday morning about 3 o'clock, and not being thoroughly awake mistook an open window for a door, and fell a distance of twelve feet. In his descent he broke a lower window cutting his foot and ankle so badly, that Dr Sinclair had to put in a number of stitches. He was badly bruised in other part of his body. The doctor gave him a good bathing with Lamb's LLL and says it is the best thing for sprains, bruises, etc, that he knows of.

For the past week there has been a great deal of dissatisfaction on the railroad, owing to the men not getting their money on the 15th instant. It seems that the contractors have had some trouble in getting the cash and did not get it until last Friday and Saturday, when they paid the men less 10%. It caused a good deal of excitement. There were groups of ;men all along the line discussing the state of affairs, declaring that they would not accept the cash on those terms, but the railroad contractors paid them off, giving them due bills for the balance. A man by the name of Michael swore that he would have the whole of his pay or he would sue the contractors. They had some words, which ended in their having a clinch. Some of the bystanders parted them, when the Italian contractor pulled out his revolver at Michael. The crowd interfered and stopped the fight. Michael has got out a warrant for the Italian contractor's arrest.

Also in Brockville Recorder - same date

The lumber merchants of the Upper Gatineau are about to take an active part in the pushing forward of the Gatineau Valley railroad. They have concluded that they could economize by shipping their lumber by rail instead of driving it by water. They attribute the delay in getting their timber to the markets by the roughness of the river there being a number of rapids on the stream. Among others who have resolved to exert themselves and have the work begun at the earliest possible date are, Messrs. Gilmour & Co., and Hamilton Bros. of Ottawa; W.C. Edwards & Co., McCracken & Boyle, and James McLaren of New Edinburgh. All these gentlemen have extensive limits on the Gatineau river, and by means of creeks, timber could be easily driven within a short distance of where the proposed road will be built.

*02/09/1886 The Equity, Bryson Pontiac Pacific Junction water*

The company are commencing the erection of water tanks along the line. One is now under construction at Smith's station, Bristol, others are to be located at Ferris' Creek, Eardley and Clarke's stations, Clarendon. Messrs. R.H. Buchanan & Co., of Montreal are the builders. The lumber for Clarke's station arrived by rail this week. This station is to be of the same dimensions as those already built. Ballasting is being actively pursued at various points along the line. The track was laid as far as Mr. Stillman Smith's on Saturday last. The station at Campbell's is nearing completion. More but illegible.

A gang of men was employed at Stevenson's creek driving piles preparatory to building the stone abutments for the permanent bridge. Owing to the ??? this work of driving is somewhat slow.

*02/09/1886 Ottawa Free Press Ottawa City Passenger*

The slow progress of laying the street railway track has excited the ire of a good many Sparks street merchants, who consider their trade injured by the length of time the street remains broken. Who is to blame in the matter is not easy to tell.

*04/09/1886 Ottawa Citizen Ottawa City Passenger*

The new street railway tracks are said to be not proving so great a success as they were anticipated to be. The flat rails are all very good, provided the earth is kept filled up around them. This, however, is not done so far, and the trouble appears to be as great as it was before.

*04/09/1886 Ottawa Free Press Canada Atlantic*

For some time past the Canada Atlantic trains have been annoyed by stones thrown at the cars while in motion. Last night County Constable McKenzie succeeded in tracing the nuisance to three small boys in Rochesterville. Owing to the tender age of the offenders he did not arrest the culprits, judging that a vigorous use of the sole of the paternal slipper would be as good a preventative to a repetition of the offence as any punishment the magistrate could inflict.

*04/09/1886 Ottawa Journal Winchester*

In about a week or ten days the contractors on the Smiths Falls end of the new short line railway will be through as far as the grading is concerned. All along the line work is being pushed with great rapidity. Track laying will be commenced at once, and Mr. Lumsden, the chief engineer, is of the opinion that the road will be ready for traffic this fall.

*04/09/1886 Ottawa Journal Maniwaki*

Mr. C.H. Mackintosh, president of the Gatineau Valley Railway, was in the city on business yesterday.

A Gazette representative, in conversation with Mr. Mackintosh, asked him when the work on the new railway was to be commenced.

"I expect," replied the member for Ottawa, "that we will commence work on the 15th of this month. We have made all arrangements and I received a telegram today stating that work would be commenced about the 15th. Montreal Gazette.

*06/09/1886 Ottawa Journal Lachute*

The Canadian Pacific is strengthening the bridges on its line between Montreal and Ottawa. The bridge work on that part of the line is pronounced now to be equal to similar work on any road in the world.

*07/09/1886 Ottawa Free Press Ottawa City Passenger*

The reconstruction of the street car tracks causes considerable confusion among the drivers who at times are puzzled to know which track to take. Several panics occurred between them during yesterday afternoon.

*07/09/1886 Ottawa Citizen Ottawa City Passenger*

On account probably of recent protestations on the part of merchants of Sparks Street a slight increase in the number of stone breakers on the repairs to the track on that leading thoroughfare was observable yesterday morning.

*08/09/1886 Ottawa Citizen Ottawa City Passenger*

The steam roller. This institution was at work on Sparks Street last night where the street railway work has been going on for some time and in consequence that thoroughfare has been put in pretty good shape from Bank to near Metcalfe Street.

*08/09/1886 Athens Reporter Westport*

Workers Still Unpaid

There is great excitement over railroad matters. A new story or yarn every night. Will the railroad bust? Men cannot get their pay, and then again railroad's busted; men won't give right of way. We have eventually come to the conclusion that when we see the first train go through, we have a railroad.

Our village is increasing in population all the time. A baker is starting business here. He will be ready for business in a few days and says he will sell bread for 24¢ per pan; women will be glad to hear of this.

*08/09/1886 Ottawa Journal Prescott Union Depot chaudiere*

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

*08/09/1886 Ottawa Journal Winchester*

Mr. Guy Campbell of Messrs. O'Neil & Campbell, contractors Kemptville, was in town today. He says the rails are being rapidly laid on the Short Line from Kemptville eastward. The rails began to be laid in that section the day before yesterday.

*08/09/1886 Ottawa Journal Ottawa City Passenger*

The last state of the street rails on Sparks street, near Bank street, is worse than the first, near the curve the rail offers a serious obstacle to traffic. It projects from two to three inches above the level of the street and the wheels of vehicles crossing it cannot fail to sustain injury. The application of a little more broken stone at that particular place would have a very beneficial effect.

*11/09/1886 Ottawa Journal Chaudiere Chaudiere*

No. 1 new fire station, which is being erected on the corner of Queen and Duke streets, is getting along fairly. The foundation has been laid and the body of the building is now in progress. The building is 26 feet by 46 feet and will be quite an improvement on the former one which will be taken down on account of the extension of the Canada Atlantic Railroad passing over that ground. The new building is to cost about \$3,700, and will be finished by the first of December, after which it will be fitted up with a 1 modern improvements. There will be a residence above the station for the guardian. (check date)

A Journal reporter had an interview this afternoon with Mr. C.H. Mackintosh, M.P., President of the Gatineau Valley Railway. Mr. Mackintosh states that all negotiations for the immediate commencement of the work of construction have been completed and that the work will be started next week. He stated that a party of Canadian and American capitalists, who were advancing the money for the work, left the city yesterday for the purpose of inspecting the proposed line. Great difficulty had been experienced in locating the line from Hull to River Desert especially at Meache's Lake, Peche and Stag Creeks, where the old line, which was surveyed some years ago was found to be impracticable, but a party of engineers have just returned from that district where they have succeeded in locating the line successfully. Mr. Mackintosh is confident that the work of construction will be started next week and pushed rapidly on to completion.

Messrs. D.C. Linsley and Chamberlain, the latter the new general manager of the Canada Atlantic were engaged at work today in the company's office, Elgin street. It is understood that Mr. Linsley, who is deemed one of the best railroad men in the country, will retain his connection with the road until spring, when his successor will be thoroughly acquainted with his duties. Mr. Linsley has not yet decided upon his future movements. He is at present considering three or four lucrative offers made him by various railways. The new manager of the Canada Atlantic is a protégée of Governor Smith of Vermont. His career with the Central Vermont railway has been a most successful one.

The street railway conductors have got a nice quiet easy way of letting the cars down past the Russell House on Sparks Street pending the completion of improvements to the track in that vicinity. It being on a down grade just there, the horses are unhitched on the corner of Elgin Street, and the car rolls down the incline and is again attached at the bridge.

Messrs. Linsley and Chamberlain, with a view to testing the roadbed of the Canada Atlantic had a quick run over the road on Saturday. They left the station here and accomplished the distance to Coteau, including stoppages, at the rate of a mile a minute. The train, which consisted of a locomotive and one car, below Casselman struck two cows hurling them from the track and killing them instantly. The occupants of the car experienced only a slight shock.

General Manager Linsley of the Canada Atlantic Railway took a party of friends over the line to Coteau on Saturday, the run of eighty-one miles being made in the remarkable time of eighty-two minutes, including stops. The actual running time was seventy-eight minutes. This is claimed to be the fastest time ever made on this continent. Mr. W.G. Cole was conductor of the train and Mr. WM. Christie engineer.

A balky horse on one of the street tram cars has attracted a good deal of attention lately. The driver takes a short and easy method with him. When he sees the horse gone, he stops the car unhitches the horse, and having turned him around two or three times, hitches him up again and drives on.

The tunnel over the aqueduct between the Lloyd and Lett street bridges in connection with the C.A.R. extension into the Chaudiere has been finished for some time past, and the residents of the Chaudiere are wondering when operations in connection with the road are to be commenced. Three months ago it was predicted that the extension would be completed this fall, but so far nothing has been done beyond the tunnel.

An improvement on the time made by the tram cars from the New Edinburgh bridge to the post office would be desirable. At present the time is placed at twenty minutes, but the distance could easily be done in fifteen.

Two new locomotives have been placed on the road. They are named Hon. L.R. Church and Hon. George Bryson, respectively. Pile driving is concluded at Stevenson's Creek. Mr. Finnigan, who has charge of this work, expects to move his apparatus to Bernard's Creek this week, where there is also considerable driving to be done. The iron work for the bridge at Stevenson's is on the ground.

A large gang of Italians is engaged in raising the road bed and ballasting between Clarke's station and Campbell's. Gravel for the same is being taken from Wallace's cutting.

The track is now laid beyond the heavy filling at Campbell's Lake.

The frame of Clarke's station is erected.

Coulonge. A party of surveyors are busily engaged locating the road as far as this point. It is the prevailing opinion that the road will pass between the village and Coulonge River, which will be quite near enough - in fact the village survey extends to the Coulonge River, so that it is likely to pass through our village.

The steamer Swan has received the contract for towing fifteen barge loads of rails from Ottawa to Westport for the Brockville & Westport Railroad. The rails come from Montreal and have been towed up by Messrs. Blanchard & Co.'s steamers. The work of construction of this line is being rapidly pushed to completion. Over eight miles of the road is now graded, ready to receive the rails, and about eight more will be graded before the frost sets in. The road is receiving the hearty support of the farmers in the district through which it runs and the are assisting in every way possible the contractors who are building the line.

Work has been suspended on the construction of the Chaudiere extension of the Canada Atlantic railway for some time. It is probable that it will be resumed in the course of the next month.

A party of nine surveyors are hard at work in the neighbourhood of Metcalfe, completing the survey for the new line of railway running to Cornwall, commonly spoken of as the Bergin railway.

The surveyors on the line of the Ontario & Pacific railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week.

The surveyors on the line of the Ontario and Pacific Railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week. This pretty little village will experience quite a boom when it gets on a line of railway.

This forenoon as one of the streetcars was proceeding up Wellington street, one of the horses dropped through an excavation that was being made under the track. The animal was extricated without injury.

**29/09/1886**   *Ottawa Citizen*   *Canada Atlantic*   *Alexandria*

A number of navvies hired to work on the CPR short line railway, and had been paid to Alexandria and refused to leave the Canada Atlantic train at that station Monday night, and it was only after a delay of several minutes that they were forced off the train.

**29/09/1886**   *Ottawa Citizen*   *Chaudiere*   *Chaudiere*

Work on the extension of the Canada Atlantic at the Chaudiere is not being rushed at the moment, as the track cannot be extended past the waterworks property until the new fire station is completed and the old building is abandoned, Good progress is being made with the station.

**29/09/1886**   *Ottawa Journal*   *Sussex Street*

A horse was killed on the Ottawa & St. Lawrence Railway last night by a freight train coming in from Prescott. The accident happened on the new embankment near New Edinburgh.

**30/09/1886**   *Ottawa Free Press*   *Chaudiere*   *Chaudiere*

It is several weeks since the tunnel erected over the aqueduct, between the Lett and Lloyd street bridges in connection with the Chaudiere extension of the C.A.R. was finished, yet no other portion of the proposed line seems to be in course of construction. It is surmised that the work has been postponed until next spring.

**30/09/1886**   *Ottawa Free Press*   *Winchester*

Mr. Sims, of the firm of Sims & Slater, was in the city today, having come down last evening from his contract on the Smiths Falls and Lachine branch of the C.P.R. railway. He states that the construction train has been running for some time over a great portion of the line, and that it is intended to run a passenger train in November.

**01/10/1886**   *Almonte Gazette*   *Winchester*   *Merrickville*

MERRICKVILLE nEWS

Quite a serious accident occurred down at the rock cut at Welch's Hill a few days ago, by which three Italians were badly hurt. They were immediately sent home to Buffalo in care of their interpreter.

We expect to soon have the iron horse puffing into a quiet little village, as the ties and rails are laid over half the distance from Smith's Falls to Merrickville. It will be a welcome visitor, and one that we have been inviting for a great many years.

**02/10/1886**   *Ottawa Free Press*   *Canada Atlantic*   *locomotive*

The Canada Atlantic Railway company are adding to their rolling stock. They will have three locomotives running on and after December 1.

**02/10/1886**   *Montreal Gazette*   *Ottawa, Waddington & New York*

The Ottawa, Waddington & New York Railway company gives notice of the annual meeting at Ottawa on the 21st inst.

**04/10/1886**   *Ottawa Free Press*   *Chaudiere*   *Chaudiere*

The work of placing the mansard roof on the new Chaudiere fire station, is being rapidly proceeded with.

**05/10/1886**   *Ottawa Citizen*   *Winchester*

The short line railway is reported to be proceeding at a very fast pace and will be in working order from Smiths Falls to Montreal before the winter sets in. Over 70 miles of track from Smiths Falls to Mountain, Dundas County, is laid, although not graded. The Nation River and Ste. Anne's bridges are now nearly completed and three others are well under weigh [sic]. Workmen are busy all along the route day and night.

**06/10/1886**   *Ottawa Free Press*   *Winchester*

The Short Line railway is said to be progressing at a very fast rate and will be in working order between Smiths Falls and Montreal by January first. Over 70 miles of track from Smiths Falls to Mountain, Dundas county, is laid although not fully graded. The St. Ann's and Nation river bridges are nearly completed.

**07/10/1886**   *The Equity, Bryson*   *Pontiac Pacific Junction*

The remaining portion of the line between Bernard Creek and River Coulonge has been put under contract. The contract was given to Mr. McAdams who was to commence this week with a force of 1,000 men. With this number of men the work should reach Coulonge in a very short time.

Considerable commotion has been occasioned by the disappearing of one of the ballasting contractors who, it is said, left with more money than his own. The company is now obliged to take up and finish the work between Shawville and Campbell's

**08/10/1886**   *Almonte Gazette*   *Belleville*   *Perth*

The contractor for the erection of the new station at Perth is Mr. Hood of Montreal; Mr. Robert Scott of Perth, and formerly of Almonte, is foreman over the works, and Mr. John Fotheringham of Ottawa, is superintendent for the railway company.

**09/10/1886**   *Ottawa Journal*   *Winchester*

Telegraph construction on the Smiths Falls Short line is now in an advanced stage of completion. Large gangs of men are working from both ends of the line, and will meet shortly. There will be one railway wire and five for commercial purposes. Connection will be made with the system here.

**09/10/1886**   *Ottawa Journal*   *Lachute*   *Hull*

The morning train from Aylmer yesterday had a narrow escape from being wrecked. It was crossing the main line of the C.P.R. on its way to the city with the usual number of Civil Service and other employees here who reside in Aylmer when the Montreal freight train from Ottawa dashed through the cutting and was only stopped within a few feet of the passenger car crossing the track. It seems several cars broke from the freight train while crossing the bridge, which caused a delay so nearly resulting in a serious accident.

**09/10/1886**   *Ottawa Citizen*   *Sussex Street*   *Rideau River*

The embankment of the railroad track between Ottawa and New Edinburgh for the purpose of arresting, if possible, the chronic spring floods which annually inundate that village, is being rapidly proceeded with.

Maskinonge and Nipissing Railway.

Satisfactory Report by Engineer - A Fine Country to be Traversed.

The following is a copy of report made to the Board of Directors of the Maskinonge and Nipissing Railway Company by their Engineer in Chief, Mr. W. McLeod Maingy, of this city:

GENTLEMEN, - I beg to report that in accordance with instructions received from you I began work on the Maskinonge and Nipissing Railway, on the second day of August, 1886. Since that time I have located from Maskinonge to the foot of the Laurentian Range, a distance of about eight and a half miles. In passing over this distance, I beg to say that the gradients will be light as also the work. Two small streams will have to be bridged. The soil in most places consists of a mixture of sand and clay, with gravel ridges intervening. This portion of the line passes through a

**RICH FARMING DISTRICT**

and all the land for many miles on each side is under cultivation. On Tuesday, August 10th, I left St. Ursule for the purpose of making an exploration of the Laurentian range, in order to find the best crossing en route for the Matawan. I am happy to say that after a thorough examination of the country I believe I have found a pass through the mountains, which will entail comparatively easy work and gradients not exceeding 52.80 per mile. If the line, as explored by me, turns out to be practicable, it will pass through a portion of country rich in natural resources. The mountains are covered from the base to the summit with a

**LUXURIANT GROWTH OF TIMBER**

consisting of birch, many of which average two and a half feet in diameter, heavy maple, basswood, ironwood, spruce, tamarack and hemlock. In the valleys the land is rich; and good farms are to be seen in every direction. I need scarcely point out to you the many advantages a line of railway would confer on the inhabitants. They would have easy access to the Montreal markets, not only for their farm produce, but would find a ready and profitable sale for all the cordwood and hemlock bark, for which this country is famous, besides opening up a vast area of rich farming land, which at the present time is lying idle and in a state of nature.

**IRON AND GRAPHITE**

are to be found in many places; and in the parish of St. Ursule, I am informed there are very fine quarries of stone which is suitable for bridges, etc. At St. Ursule there are three flour mills and tanneries. The railway would have the benefit of the following rich parishes: St. Didace, St. Paulin, St. Alexis and St. Justin, also ten miles of intervening forest as above described and twenty miles of backcountry which could be drawn on at once. The Joliette Railway, which now reaches St. Felix de Valois and is about to be continued to St. Gabriel de Brandon, will be about twelve miles from our proposed route, and an easy connection with that line could be made. On the Riviere aux Ecorces good waterpower is to be had. And at Lachute, distant one and a half miles from the M. & N. Railway, a very fine pulp mill has been established, and is doing a good business. At this place there are seven natural falls, with ample room for numerous mills and manufactories, and water power, such as is to be seldom scene. A branch line to this place could be built at a very trifling cost, and once done, no doubt every available site would be at once utilized.

09/10/1886 *Ottawa Free Press* *Canada Atlantic*

Our railways - article on the history of the Canada Atlantic railway.

12/10/1886 *Ottawa Journal* *Pontiac Pacific Junction*

Two hundred laborers will be sent to the end of the track of the Pontiac & Pacific Railway in a few days.

13/10/1886 *Ottawa Citizen* *Ottawa City Passenger* *Chaudiere*

There was a railway accident in the city yesterday - a street railway accident - car no. 7 running off the track at the corner of Wellington and Queen streets, Pooley's Bridge. There were no casualties but passengers were delayed fully a quarter of an hour before the driver succeeded in getting again on the track.

15/10/1886 *Renfrew Mercury* *Pontiac Pacific Junction* *Fort Coulonge*

The Pontiac and Pacific Junction Railway is rapidly approaching Fort Coulonge. Almost sixty miles of the road are now completed.

15/10/1886 *Ottawa Journal* *Ottawa City Passenger*

The new street car track has been laid from the corner of George street as far as the Basilica on Sussex street. The double track will be completed shortly which will improve the street car facilities on great measure. A force of men have been at work since Monday laying the track.

19/10/1886 *Ottawa Free Press* *Ottawa City Passenger*

A rig to which a team of horses were attached came to grief whilst trying to cross the street railway tracks at the end of Sappers Bridge this afternoon. The off fore wheel was entirely smashed and the traffic stopped for some minutes.

20/10/1886 *Athens Reporter* *Westport*

Elbe Mills - Work Comes to a Standstill

Work upon the railroad, which recommenced a short time ago has again nearly come to a standstill owing to a failure of the company to settle for the right of way, as agreed upon.

20/10/1886 *Ottawa Journal* *Ottawa, Waddington & New York*

Dr. Hickey, M.P., Morrisburg, was in town to-day. Speaking of the Ottawa, Waddington & New York Railway, of which he is the president, he said: " I do not recognize the alleged board elected by the Alderson crowd. They may talk all they like, but it will not amount to much. Our Board of Directors is the only one in existence. We have got our plans well under way, but it is not likely that the work of constructin will be commenced this fall."

20/10/1886 *Renfrew Mercury* *Kingston (CP)*

Seven hundred tons of iron ore have been shipped over the K. & P.R. from the Wilbur, Williams, Wilson and Calabogie mines.

20/10/1886 *Ottawa Journal* *New York Central*

It has been definitely decided to commence the construction, this fall, of the Ontario Pacific Railway which Dr. Bergin has been promoting for some time past.

Ontario & Pacific Railway - The same issue of The Standard published a requisition addressed to Mayor James Leitch, of Cornwall, as follows:

"The Ontario & Pacific Railway, having executed a contract with the Dominion Government for a subsidy to their line, and the survey from Cornwall to Perth and the city of Ottawa through the townships of Cornwall, Osnabruck and Finch and the counties of Russell, Carleton and Lanark being now about completed and the line located, we believe the time has come when the town of Cornwall should give substantial aid to the enterprise.

"The interests of the manufacturers, merchants and citizens generally demand increased railway facilities, such as a connection with the Canadian Pacific Railway, as afforded by the above line will confer at South Finch.

"This will secure for Cornwall, besides many other advantages, the trade of the United Counties, now being diverted to other localities.

"We therefore, solicit you to submit a bylaw to your council for the granting of such aid as may to that body seem necessary."

Besides prominent business men and private citizens, the requisition was signed by The Canada Cotton Manufacturing company, per A. McInnes; Cornwall Manufacturing company, per J.P. Watson, secretary; William Mack; L.A. Ross; J.M.M. Duff, manager, Cornwall Gas company; R.W. Turner, manager, Stormont Cotton company; William Hidge, Cornwall Spinning company; McIntyre & Campbell; C.W. Young, of The Freeholder. James Harper of The Standard and hundreds of others.  
(Cornwall Standard-Freeholder : October 23, 1936)

21/10/1886 *Ottawa Journal* *New York Central*

## THE BERGIN LINE

Ontario and Pacific Railroad - The Proposed Line Inspected

Twelve surveyors left Cornwall a few days ago to make a tour of inspection over that part of the proposed line of the Ontario and Pacific Railroad from Wales to Cryslers. It is understood that the company intend to begin at once and push along this part of the line.

21/10/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Coulouge. Our village resembles - on a large scale - mornings and evenings, with such swarms of railroad laborers as are constantly coming and going. On Saturday and Sunday last something over seventy arrived, and they have been coming in nearly at that rate since the work commenced here. The work is progressing rapidly, there being heavy gangs on all along from the township line up to the Coulouge crossing. Mr. McAdams is pushing things with a vengeance and no mistake. More.

22/10/1886 *Ottawa Journal* *Winchester*

The work of construction of the new Short Line Railroad is being pushed on with astonishing rapidity. Mr. A. Armstrong, of Merrickville, in conversation with a Journal reporter stated that the road from Smiths Falls to Merrickville was completed on Saturday 9th inst. And that on the Monday following a construction train ran from Smiths Falls to Merrickville. The company have made arrangements to have the Perth train, which runs from Smiths Falls to Perth, run down to Merrickville, so that on Monday next the first passenger and freight train will run from Perth to Merrickville and return. Workmen are engaged building the station at Merrickville. It will be situated just above the bridge over the Rideau on the north side of the river at the eastern extremity of the village.

"How about the bridge across the Rideau?"

"Well, they are still working on it. All the piers will be finished in a short time and part of the ironwork and woodwork has been commenced. I think it will be finished about the 1st of December."

"Is any of the line below Merrickville constructed?"

"Yes. All the line from Perth to Ste. Anne's is graded and ready for the rails but the bridges are not built yet, consequently I think the connections will not be made till mid winter. The track is laid all the way from Kemptville to Merrickville and construction trains are carrying supplies from the opposite side of the river at Merrickville to four miles below Kemptville where the track ends. As soon as the bridge is built the freight and passenger trains will run to Kemptville, and from appearances, I think that by the month of February the entire line will be completed, and through trains will run from the Pacific coast over the main line of the C.P.R. and connect with the new short line above Perth, and run over it to Montreal. Thus this line will make a short air line by which the through freight of the Canadian Pacific Railroad can be carried through to or from Montreal without delay.

22/10/1886 *Almonte Gazette* *Belleville* *Perth*

A BIG ORDER. - the Perth Courier says: the work for the past several weeks at the carshops has consisted in building derricks and "flangers." Derricks are required for lifting wrecks from the roadway to other cars, and flangers are used to widen the cuts made by snow plows through drifts. An order for two hundred and fifty box cars, new from the trucks, has been received, and the staff of workman in the shops has in consequence been increased to about one hundred and thirty men. At present The works are stopped, pending the putting in of new pipes to the river, the deepening of the channel for the canal below the shops having lowered the water greatly, for the time, in the old channel as far up as Haggart's dam. The shops are about ready to start again.

22/10/1886 *Ottawa Journal* *Chalk River* *Renfrew*

A NARROW ESCAPE. - a method of concealing liquor has been brought into operation on the line of the C.P.R. in Scott Act counties. It seems that illicit dealers, particularly in Renfrew, have taken to obtaining their supplies from Ottawa in oil cans. On Tuesday night the man in charge of the cans treated his friends, and on arriving at Renfrew was unable to carry himself, much less the cans. In getting off the car he fell between the platform as the train was slowly backing, and would have been killed but that he was immediately seized and pulled out by by-standers. It was a narrow escape.

Repeated verbatim in the Almonte Gazette 29 October 1886.

22/10/1886 *Montreal Star* *Ottawa, Waddington & New York*

## A STORMY MEETING

Meeting of the Shareholders of the Ottawa, Waddington and New York Railway.

Ottawa October 21 - The annual meeting of the shareholders of the Ottawa, Wadding-ton & New York Railway Company which took place here today was quite stormy at times The first dispute was raised by Mr. A. Ferguson representing Mr. J.A. Gouin who objected to \$160,000 worth of stock which had then allotted to the directors for services performed. This, which appeared as paid-up stock, he claimed, had never been earned and he protested against it as it would enable the holders to exercise an overpowering influence in the election of directors. The President, Dr. Hickey, held that the stock had been legally allotted and that the holders could properly vote upon it. After some further discussion Mr Reddington of Waddington representing five-eighths of the original stock, in the course of a rather vigorous speech, characterized the action of this board in allotting this stock as fraudulent and challenged the voting right of every holder. Intense excitement was created by Reddington's speech and the language exchanged between the members was anything but parliamentary. Mr. Reddington read an alleged letter from the United States authorities, to the effect that the plan of the proposed bridge across the St. Lawrence could not be approved of so long as Mr. Carman was on the board, and he demanded his removal. He charged that Dr. Hickey, the president, had attempted to use the Company's franchise for selfish purposes. Dr. Hickey vigorously defended the action of the directors in awarding the stock, denied the truth of the personal charges brought against him, and characterized Mr. Anderson, the secretary, who had previously somewhat severely reflected upon Dr. Hickey, and at midnight the doors were closed, the press being requested to withdraw and the election of directors was proceeded with.



23/10/1886 *Ottawa Journal* *Winchester*

Train after train laden with steel rails for use on the Short Line are passing through the city daily.

23/10/1886 *Montreal Gazette* *Ottawa, Waddington & New York*

FIGHTING FOR A RAILWAY.

Two Sets of Directors Elected for the Ottawa, Waddington & New York Company.

Ottawa, October 22. The annual meeting of the shareholders of the Ottawa, Waddington & New York Railway company, held here yesterday, was marked by several lively scenes, two parties claiming the other to be in wrongful connection with the road. The meeting lasted from noon until after midnight, the proceedings being lively throughout. At 1.45 this morning the doors were reopened. Ira Morgan, one of the three scrutineers, submitted a report based on the stock list furnished by the board, declaring the following elected as directors in the order named: C.E. Hickey, Dr. McIntyre, R.C. Carter, W.S. Carman, F. McDougall, Capt. Farlinger and Ira Morgan. Capt. Farlinger then submitted a report signed by himself and Dr. McIntyre, the other scrutineer, declaring the following gentlemen elected, according to ballots on the original stock list of the company: Capt. Farlinger, C. Odell, Dr. Anderson, Hon. J. Reddington (Washington,) Mrs. Grace Keefer, Mrs. Elizabeth Imlay, and J. B. Alderson. Dr. Hickey, president, declared that the report of Mr. Ira Morgan was the report of the scrutineers and that the names submitted by him were those of the elected for the ensuing year. Mr. Reddington, on behalf of the opposition, disputed the legality of the declaration, and said that the directors named in the majority report would proceed to act as the company's directors. The directors named in the minority report renamed Dr. Hickey as president, Dr. McIntyre, vice-president, and Mr. H. C. Carter, secretary. The Farlinger board of directors this afternoon elected the following officers: President, Hon. James Reddington; vice-president, Charles Odell; secretary-treasurer, Captain Farlinger. The squabble over this matter has been the principal topic of conversation to-day. Dr. Hickey, the re-elected president, says his board do not propose taking any notice of these interlopers, meaning the other board. Mr. Morgan, he says, was the only scrutineer who handed in a report of the balloting. Tenders for the construction of the road will be opened on the 30th inst., and Dr. Hickey hopes to see work actually commenced this fall. Mr. Carman, the great object of contention between the opposing factions, takes the affair quite calmly and characterizes the action of Mr. Reddington and his board as a huge burlesque..

25/10/1886 *Ottawa Journal* *Sussex Street*

The dyke at New Edinburgh is about completed and will likely prevent an occurrence of the annual spring floods. The stonework is of the most substantial nature, while the C.P.R. track, quite a barrier in itself, has been raised to the necessary height.

28/10/1886 *Ottawa Journal* *Canada Atlantic*

One of the largest excursions that ever left Ottawa by the Canada Atlantic Railway, left here Tuesday for New York to witness the unveiling of the Bartholdi monument of liberty enlightening the world.

29/10/1886 *Almonte Gazette* *Belleville* *Perth*

The new C.P.R. station at Perth will be similar in appearance to the one at North Toronto, only a trifle smaller. It will have handsome and well appointed general and ladies' waiting rooms, ticket office, telegraph office, baggage room, and station agent's office, and will be an immense improvement on the accommodation now provided.

01/11/1886 *Ottawa Journal* *Ottawa, Waddington & New York*

THE O., W. AND N.Y.

The Proposed Course of the Board in Possession of the Stock Book

T. B. Alderson, of New York, whose ticket was elected at the recent meeting of the shareholders of the Ottawa, Waddington and New York Railway, is at the Russell. Mr. Alderson ignores the other Board of Directors, and Dr. Hickey has also expressed the same feeling toward, the Opposition Board. Both want to promote the railway but how two companies can run one line is a mystery. Mr. Alderson in conversation with a JOURNAL reporter this morning said:

"Our Board, at a subsequent meeting held in Morrisburg, adopted resolutions concurring in the proceedings of the meeting in Ottawa. We are in possession of the official seal bonds and stock book, and if Dr. Hickey's Board must go to law they will find themselves in the position of plaintiffs' in the case, we will adopt resolutions repudiating Carman, when no difficulty will be experienced in uniting with the other railway company forming our connection on the other side of the river. Once this is brought about, the work of construction will not be delayed very long."

02/11/1886 *Ottawa Journal* *Carleton Place* *Union Depot chaudiere*

The C.P.R. Company is filling in the low stretch leading to Union depot, making it even with the roadway. When completed the job will prove a good one.

03/11/1886 *Athens Reporter* *Westport*

English Capitalists Might Buy Bonds; RG Hervey Still Contractor

With reference to the meeting of the Board of Directors of this line held on the 24th ult (October), the Recorder of the 27th says: - The rumor to the effect that the directors of this road were going to throw over the contractor, Mr. Hervey, it seems is incorrect, and we are told that the matter was not discussed at the board meeting. Col Cole informs us that he yesterday received a letter from George R. Sampson of London Eng. saying the London people were ready to carry out the purchase of the bonds of the road if a proper power of attorney were sent him. The president of the board, who was on his way to Ottawa was intercepted at the station and the necessary papers signed. We understood that all this was done last month and the money was to be paid into the bank at New York on October 1st, but in view of this letter we presume there was some informality in the papers. We cannot see why there should be so much difficulty in raising funds for this road. We are told that the English capitalists are willing to take the bonds at a fair price, and if such is the case surely the board ought to be able to negotiate the bonds themselves if the contractor is unable to do so. The unfortunate failure to provide funds has entailed a great deal of hardship on both the sub-contractors and the country merchants and people who have been boarding the employees all summer without pay, and we sincerely hope the money will be forthcoming soon.

04/11/1886 *Ottawa Journal* *Winchester*

Trains on the Short Line railway are now running from Smiths Falls to Merrickville and from Bells Corners [sic] to Kemptville. The St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion, by which time straight connection with Montreal will be made.

04/11/1886 *Ottawa Citizen* *Winchester*

The short line railroad from Smiths Falls to Montreal is now well advanced towards completion. Trains are now running from Smiths Falls to Merrickville and from Bell's Corners [sic] to Kemptville. The St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion by which time straight connections with Montreal will be made.

04/11/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

The station at Mr. Clark's is rapidly approaching completion. It is a very neat commodious structure built of clean, well selectred lumber, well finished both inside and out, and on the whole presents a better appearance than the other stations along the line, although differing from them only in one particular, viz. having a door at the back. A new road has been built by the company from the station to the main road, which is indeed a credit to the builders.

Telephone communication has been established at the office of the company at Mr. Clarke's.

Tracklaying has been discontinued for a short time so as to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped a regular daily passenger train may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper part of Pontiac, as far at least as Waltham.

The masonry work for the bridge at McLellan's creek was finished on Saturday last and the workmen removed to Bernard's Creek. The iron will not be raised until the abutments at the latter are completed when both iron superstructures will be raised simultaneously.

Fence posts have been sunk up as far as Campbell's. The ground here about the station is being levelled off and otherwise prepared for the opening of traffic.

On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

05/11/1886 *Ottawa Journal* *Belleville* *Perth*

#### THE PERTH ACCIDENT

The following are the particulars given in The Courier of the accident which occurred at Perth on the C.P. Railway on Sunday morning last, resulting in the instant death of a young man named John Gabourie, a brakeman on a freight train. The train was coming from the East about half-past three o'clock in the morning, and had slowed up at the new Bayne street crossing. It was here that the young man, it is thought, slipped from the car, and fell headlong between it and the next. The fall against the car broke his neck, and he was then dragged some distance along the track, the wheel running over his arm and one foot, sprinkling the rails and ties with blood. After a little the express from the west coming toward the station, the freight whistle sounded for the brake man. This being repeated, with no result, one of his comrades was sent back to look into the cause, when the unfortunate victim was found, mangled, between the cars. The body was taken into the station, laid out and dressed; and when the next freight train from the east came along about twelve o'clock, noon, the remains were sent to Tweed, where the young man's father, Felix Gabourie, keeps a hotel. No blame can be attached to the company or its servants in connection with the melancholy affair. The young man was steady and industrious, and was about twenty years of age.

05/11/1886 *Almonte Gazette* *Chalk River* *Chalk River*

The proprietor of the railway restaurant at Chalk River, Mr. E. Gorby, was victimized by some nocturnal visitor to the amount of \$115, which was taken from the pocket of his pants.

05/11/1886 *Ottawa Journal* *Pontiac Pacific Junction*

Track laying on the Pontiac & Pacific J. railway has been discontinued to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped regular daily passenger trains may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge, at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper Pontiac as far at least as Waltham.

The masonry work for the bridge at McLennan's Creek was finished on Saturday last and the workmen removed to Bernard Creek. The iron will not be raised until the abutments at the latter are completed, when both iron superstructures will be raised simultaneously.

On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

06/11/1886 *Ottawa Free Press* *Chaudiere* *Chaudiere*

Every effort is being made to have the new fire station on Duke street completed before the winter sets in. The hose tower is almost completed while almost all that remains to be done with the Main building is the completion of the interior fittings.--

08/11/1886 *The Equity, Bryson* *Brockville* *Bellamy's*

The Canadian Pacific Railway station at Bellamy's was destroyed by fire on Saturday. The loss will exceed \$2,000. The origin of the fire is unknown.

Identical wording (with the deletion of "between here and Brockville") in the Bryson Equity 18 November 1886

10/11/1886 *Ottawa Free Press* *Sussex Street*

The work of heightening the grade from the old St. Lawrence and Ottawa engine house along the line, is completed. The work has been well carried to a successful termination by Mr. Wallace, for 20 years a roadmaster under the old company. The line has been sufficiently raised to do away with all fears of floods.

Canada Atlantic builder.

Presented with a Farewell Address from Employees of the Road

A large number of employees of the Canada Atlantic Railway assembled in the parlour of the Russell last evening to take part in a presentation of a farewell address to Mr. D.C. Linsley, the contractor for the road who handed it over to the company on the 1st September last. The address was presented by Mr. W.R. Hibbard, general agent, who, before doing so made a brief speech, in which he expressed the extreme gratification which afforded him, having known Mr. Linsley from boyhood, to be called upon to represent the employees of the road in their expression of good will and esteem to him. It read as follows:-

FAREWELL ADDRESS

to Mr. D. C. Linsley, contractor and manager Canada Atlantic railway, Ottawa:

Sir,- with feelings of deep regret we have received the announcement of the termination of your official connection with the railway, and we cannot permit the occasion to pass without intimating in a formal manner the sentiments inspired by the long association with you as your assistance in the construction and operating of the Canada Atlantic Railway.

We feel it is to your experience, ability and sound judgment that this important line is indebted for its present standing as a first class railway, fitted by its location, construction and gradients to maintain a leading position among the railways of America, both as to the speed of its trains and excellent character of its road bed.

From you we have each and all of us learned valuable practical lessons by which we hope to profit and apply to good purpose and discharging our respective duties in future years.

Your fertility of conception and energy in execution, combined with an unerring foresight in preparation, have inspired our confidence, and often enabled us to overcome most perplexing difficulties.

Coming as you did to Canada, a stranger to its people and to their ways, your frank manner and equity of character have gathered to you hosts of friends, but also to accord you the highest esteem.

Most gladly would we remain attached to a school of such value in developing our talents, but since this may not be, we beg that you will permit us the privilege of recording our appreciation of your considerate and kindly treatment of us while pursuing our duties, the reluctance with which this pleasant connection is severed, and the dearest hope that you made long enjoy health and prosperity.

Signed on behalf of the employers, [sic]

W. R. Hibbard, General agent; M. Donaldson Meek?, Superintendent; Geo. A. Mountain, resident engineer; G.W. Lampman, resident engineer; James King, agent of construction; Geo. J. Root, assistant engineer; J. E. Duval, superintendent telegraph; and T.D.R. K. Claire, agent; J. McMullen, manager's secretary; A.A. Dion, cashier; Alf. T. Gow, Chief clerk audit offices; B.C Waite, fuel agent.

Sept. 1st, 1886.

The address was brilliantly illuminated around the border being depicted realistic scenes of railway life in several departments. It was contained in a large and handsome ebonized frame, upon the folding panels of which appeared on one side the monogram "C. A. R.," and on the other, "D. C. L." the whole work was highly artistic, and, as Mr. Hibbard out, "home-made," being of Montreal extension.?

Mr. Linsley, upon rising to reply, first referred to his long connection with railroading, it being 40 years since he first swung an axe with an engineer party. His duties had taken him into a great many tight places, he said, but he had never felt in a worse box than his friends of the C. A. R. had placed him in in thus springing this presentation upon him. He returned thanks for the present manifestation of goodwill and esteem towards him by the employees of the road, his appreciation of which he could hardly find words to utter; and also expressed his sense of the value of the assistance rendered him by all hands in his efforts to place the road in its present condition. In conclusion he congratulated the company and all connected with it upon the choice of manager which had been made in the appointment of M. E. J. Chamberlain, of whom from long personal acquaintance he could speak in high terms, and whom he felt sure all would like the more the longer they had dealings with him.

Individual congratulations of Mr. Linsley and expressions of goodwill for the future followed, and the happy gathering dispersed..

11/11/1886

*Ottawa Citizen**Sussex Street**New Edinburgh*

DEPUTATION. - Mayor McDougall, Warden Dawson, Reeve Cummings, and Mr. Surtees, City Engineer, will wait upon General Manager Van Horne of the C.P.R. next week, and request him to have the railway bridge across the Rideau at New Edinburgh raised sufficiently to allow the masses of ice which come down in the spring flood to pass under without obstruction.

11/11/1886

*The Equity, Bryson**Pontiac Pacific Junction*

A special train, containing several railway officials, among them the Hon. L.R. Church, president accompanied by some of the citizens of Shawville and Aylmer, ran up to the end of the iron the fore part of this week.

It is expected the rails will be laid into Fort Coulonge in about 3 weeks time.

Mr. Light, Prov. Government railway inspector, in his report on the Pontiac Pacific Railway says the road compares favorably with any road in the Dominion, and is capable of carrying trains at the rate of forty miles an hour with perfect safety. It is an established fact that the Pontiac road is capable of carrying 30 per cent more freight than the C.P.R. In the course of a week or two we hope to publish the full text of Mr. Light's report, having been promised, through the kindness of the president, the Hon. L.R. Church, a copy of the same.

12/11/1886

*Almonte Gazette**Brockville**Bellamy*

The station-house at Bellamy's, this side of Brockville, was totally destroyed by fire on Saturday. All papers in connection with the station were burned, and the agent Mr. Brown, also lost his effects. The fire was caused by a defective pipe.

12/11/1886

*Renfrew Mercury**Belleville**Perth car shop*

The two new boilers for the Perth car shops will be of steel, sixteen feet long, fifty or sixty horse power each, with all the latest improvements. The steel for their construction is coming from England, and the boilers will be made in Montreal.

12/11/1886

*Almonte Gazette**Brockville Street**Brockville*

Brockville has applied for a charter for a street railway company. A proposed capital stock of \$30,000 will be divided into three hundred shares of \$100 each. J.C. Judd is solicitor for the applicants.

12/11/1886

*Almonte Gazette**Belleville**Perth*

A sad accident resulting in the death of John Gabourie, a brakeman, occurred on Sunday morning. The deceased fell down between two cars, his neck being broken in the descent, and the body dragged for some distance before it was discovered.

12/11/1886

*Perth Courier**Westport*

Poor Financial Conditions (Brockville Monitor)

Mr. Hervey, the railway conductor does not produce the funds needed to meet the claims of the sub-contractors nor to pay for the right of way and so forth. A good deal of work has been done along the line and it certainly is a great pity if the concern now sticks in the mud. As a matter of course not a single municipality is likely to pay over its debentures until the by-law conditions are fulfilled. The Brockville debentures have all been signed, sealed and ready for delivery some time ago but whether they have been handed over to the trustee or not we cannot say. The town has already been pretty well fooled in connection with the railway entrance at the west end and it is to be hoped there will be no second edition of that business. Meanwhile it would appear as if the GTR had an idea of heading us off.

**12/11/1886 Ottawa Free Press Chaudiere Chaudiere**

It is reported that one reason why the Chaudiere extension of the C.A.R. has not been pushed this year is the enormous prices demanded by certain land owners on the Flats, for the privilege of running through their property. The owner of one lot, it is said, has asked \$1,700.

**12/11/1886 Ottawa Free Press Ottawa City Passenger**

Owing to catching the street railway lines, an express waggon going down Rideau street this morning collided with one of the Canadian express company's rigs near the corner of Sussex street. The Canadian express lost a hind wheel, whilst the other rig, which was from the country, lost both the front wheels, and the ground was strewn with the buffalo robes, and straw which it contained.

**13/11/1886 Montreal Star Pontiac Pacific Junction**

Negotiations are understood to be pending between the Pontiac & Pacific Junction railway and the Canadian Pacific for the purchase by the former of the Aylmer branch of the Canadian Pacific railway. If this is accomplished the Pontiac & Pacific will have a through line from Aylmer to Pembroke when this extension is completed.

**15/11/1886 Ottawa Journal Pontiac Pacific Junction**

A special train from Shawville on the Pontiac Pacific Junction Railway, on board of which were: Superintendent A.H. Legge, Mr. J. Woodrow of Ottawa, Mr. W. Picken of Montreal and Detective McPherson, covered the distance between the above named place and Aylmer, a distance of 40 miles in 50 minutes. This is splendid time considering the rough condition of the road.

Repeated verbatim in the Almonte Gazette of 19 November 1886

**17/11/1886 Ottawa Journal Pontiac Pacific Junction**

It is reported that while trains are passing over the Pontiac and Pacific Railway near Quyon, stones are frequently thrown at the windows. A few days ago while the train was coming from Shawville, the engineer saw two men step out and throw two stones which went through the window of one of the passenger cars, in very close proximity to one of the passengers.

Also reported in the Ottawa Free Press, same date.

**17/11/1886 Ottawa Citizen Canada Atlantic Bearbrook**

Mr. J.F. Wilson of Bearbrook was in town yesterday. Some one thousand dollars have been raised by the residents and property owners of that locality towards the erection of a railway station shed, and it is understood that the Canada Atlantic authorities have consented to make it a stopping place.

**17/11/1886 Ottawa Journal Pontiac Pacific Junction**

Mr. W.D. Harris, Engineer of the Pontiac & Pacific Junction Railway, yesterday deposited with the Government plans of the line, from the 56th mile to the village of Coulonge, and from the latter place to Pembroke, in case the company decides to make that point their north-western terminus.

**19/11/1886 Almonte Gazette Belleville Perth**

Two new boilers for the Perth carshops will be of steel, sixteen feet long, fifty or sixty horse-power each with all the latest improvements. The steel for the construction is coming from England, and the boilers will be made in Montreal.

**19/11/1886 Renfrew Mercury Kingston (CP) Ashdod**

The K. & P.R. will erect a building at Ashdod to be used as a station house.

**19/11/1886 Almonte Gazette Other**

THE MIDLAND RAILWAY. - the projected railway from Cornwall to connect with the Midland system at Perth is said to be in good shape to go on, though little so far has been done. A branch to Ottawa is projected from Duncanville, county of Russell. The final Western terminus will be Sault Ste. Marie, Lake Superior.

**19/11/1886 Perth Courier Westport**

Slow Progress at Philippsville

The B&W railway, writes a Phillippsville correspondent, is progressing very slowly owing to scarcity of money. For some reason the contractors cannot get the cash to pay the men for the work nor for supplies that they use on the line. The merchants of this place report that they have not received one dollar for goods furnished to the contractors since they commenced the road. .... The grading from Westport to Unionville is nearly all done with the exception of some heavy cuts. A part of the culverts is built.

**22/11/1886 Ottawa Journal Buckingham**

It is understood the branch line freight railway service from Buckingham station to Buckingham village will be discontinued in the course of a few days for the winter and supplies are being hurried forward as rapidly as possible.

**23/11/1886 Ottawa Journal Winchester**

The C.P.R. authorities say the new short line between Smiths Falls and Montreal will be the best piece of road on the line. The route is good and the rails are to be heavier and better material than is generally used. The new bridge across the Rideau river at Merrickville will not be finished for two months yet. The five piers are each forty-five feet high, in order to let boats pass underneath. Property in both Merrickville and Smiths Falls has enhanced considerably in value since the starting of this work.

**24/11/1886 Ottawa Citizen Winchester**

The bridge over the Rideau River at Merrickville, for the C.P.R. short line, is not expected to be finished for two months yet. The new line is expected to be as good a piece of work as any in the whole of the C.P.R. The rails are to be heavier than those commonly used.

**24/11/1886 Athens Reporter Westport**

Italian Laborers Arrive In Brockville in Destitute Condition

A number of Italians who had been working on the B&W RR and who could not get their pay, reached Brockville last week in a destitute condition. Some of them sold their time at a shave of 50%. The poor fellows were loud in their denunciations and made dire threat of raising an Italian regiment in New York which would come over here and clean out this country.

Also in Brockville Recorder - same date

**25/11/1886 The Equity, Bryson Pontiac Pacific Junction Coulonge**

On Tuesday evening of last week a car load of freight was delivered to this village. Illegible Paddy O'Grady has completed his second contract, and now he is anxious that the road should be pushed across the Coulonge at once, as he thinks seriously of taking a ten mile contract next time. Paddy thinks that he and his boy would be equal to the emergency, as he has a plan of a new angled steam shovel and scraper combined all ready to be patented.

**26/11/1886 Almonte Gazette Kingston (CP)**

A brakeman named Dean on the Kingston & Pembroke Railway, came near losing his life a few days ago. While walking on top of a rapidly moving train he overbalanced himself and had to jump off to save from falling between the cars. His head was badly cut and he suffered several other severe injuries.

*26/11/1886 Renfrew Mercury Chalk River*

The Canadian Pacific Railway are at present preparing for the rapid substitution of an iron bridge for the present wooden structure known as the "second bridge" over the Bonnechere. A large quantity of stone has been brought in for the foundation, all cut and numbered ready for a quick splicing together.

*29/11/1886 Ottawa Citizen Ottawa, Waddington & New York*

Mr. Alderson, of No. 2 Company, Ottawa, Waddington and New York Railway, has gone to Washington to negotiate for the amalgamation of the American companies interested in the construction of the bridge as well as the lines of railway required for a through route. In the meantime Dr. Hickey's company is making every effort to have the work underway early next spring. It looks pretty much as though the courts would have to decide in the end which is the legally constituted board.

*29/11/1886 Ottawa Journal Ottawa City Passenger*

The cars made their first appearance on runners this morning.

*30/11/1886 Ottawa Citizen Pontiac Pacific Junction Fort Coulonge*

Through the courtesy of Mr. Legge, managing superintendent of the Pontiac and Pacific Railway, a first class passenger car was placed on the line yesterday morning at Fort Coulonge, a distance of sixty-one miles from Aylmer, the first passenger car to pass over the road, which is now ballasted to that point. Among the passengers were the Hon. John Bryson, Mr. John Bryson M.P., George Bryson jr., James G. Bryson, James W. Bryson, Miss McGaw, Philadelphia and Miss. Clarke, Aylmer. The party thoroughly enjoyed the trip and were landed at the Capital at 11.30 a.m. having left Fort Coulonge at 6 a.m. It is expected that the road will be opened about the 10th of December. It promises to supply the long felt want of that section of the country; it will provide a valuable leader to the Canadian Pacific; and will be of great benefit to Ottawa.

Similar report in the Ottawa Free Press, same date.

*01/12/1886 Ottawa Journal Canada Atlantic Roxboro*

A new station has been built by the Canada Atlantic Railway at Roxboro. The station is now in charge of Mr. A.B. Taylor of the C.A.R. freight sheds of this city.

*02/12/1886 Ottawa Journal Winchester*

Construction on the Smiths Falls short line is still being rushed forward. Ballast trains are now running from Smiths Falls to Merrickville, and the rails have also been laid from Kemptville to South Finch. The road has also been built from Montreal to Ste. Polycarpe, leaving an uncompleted gap of twenty-six miles extending from the latter place to South Finch. Trains will run over the line early in February.

*02/12/1886 The Equity, Bryson Pontiac Pacific Junction Coulonge*

Grading up to the edge of the Coulonge River was completed this week. No more grading will be done, we understand, until the opening of spring. It is contemplated, however, to proceed with the preliminary work of the Coulonge River iron bridge this winter. The abutments will be built and everything made ready for the iron, which will be put up early in the spring.

It is expected daily passenger trains will be running from Coulonge by the end of this month.

The plans and specifications for the station and freight shed at Coulonge have been completed and the contract for building the same has been let to Stephen Smith.

In view of Coulonge being a very important point on the line, the station will be a large and consequently a more expensive building than those already erected.

*03/12/1886 Almonte Gazette Other Perth*

Another road to Perth.

The Rathbun Company, we are informed, says the Gananoque Journal, state that Mr. Butler, their engineer, having about completed the survey on the Napanee and Tamworth Railway, will commence about the 1st of December the survey of the Gananoque and Perth Railway. They hope to have all arrangements made to commence operations early in the spring, and to have the road completed to Perth at an early date.

*03/12/1886 Almonte Gazette Belleville Perth*

Fatal Railway Accident

A brakeman named Eustiewas killed at Perth on Monday. He got his foot caught in a frog, and before he could extricate himself he was knocked down and run over by the train. One of his legs and an arm were cut off. He lived about two hours.

*08/12/1886 Athens Reporter Westport*

Promoters to Try to Make Arrangements to Complete the Road

We understand that it is the intention of the promoters of the railway to call a meeting of those having contracts or who are in any connected with the road, to try to come to some arrangement whereby the work may be pushed to completion as speedily as possible. We are not at liberty to state what the propositions are, but we believe that the arrangements will be such as will ensure the early completion of the line.

*09/12/1886 Ottawa Journal Pontiac Pacific Junction*

Mr. H.J. Beemer, vice-president and general manager of the Pontiac and Pacific Junction Railway, recently inspected the road in company with Mr. J.L. Prince, the general freight agent in the United States of the Quebec Central railroad. It is understood that Mr. Prince will shortly take charge of the passenger and traffic business of the P.& P.J. R. Mr. Beemer is endeavoring to acquire the Aylmer branch of the C.P.R., and failing this, will construct an independent line to Hull.

*09/12/1886 The Equity, Bryson Pontiac Pacific Junction*

Coulonge. Quite a strong force of men are working away at the station here, and it promises to be quite a grand affair. A considerable amount of freight is arriving here already.

*09/12/1886 Ottawa Journal Winchester*

Mr. T.G. Shannesay [sic], assistant general manager of the C.P.R. was in Toronto yesterday. In conversation with a reporter he said that only 37 miles of track now had to be laid to complete the air line of the C.P.R. from Smiths Falls to Montreal. The masonry for the bridges was completed and the iron work was being put in its place. He thought the road would be ready for opening about the 1st of May next. It could be opened earlier, only the company wanted to have it in first class condition.

*10/12/1886 Ottawa Journal Belleville Perth car shop*

Two splendid new boilers from the company's works in Montreal have arrived at Perth for the C.P.R. car shops and workmen are now placing them in position in the boiler house. They are expected to be ready for firing up about Christmas. The shops will then have ample motive power.

*10/12/1886 Ottawa Journal Canada Atlantic*

The C.A.R. have made new stations at Bearbrook, Roxboro and Valleyfield at which all trains are timed to stop. The new order of things is to commence at 12 o'clock noon Sunday.

Merrickville News

RAILWAY. - The famous bridge across the Rideau will be finished this week as far as the stonework is concerned. The ballasting trains on each side of the river are nearing the village, and "everything is lovely and the goose hangs high".

10/12/1886

Montreal Gazette

Pontiac Pacific Junction

THE PONTIAC & PACIFIC

J.L. Prince, at present general freight agent in the United States of the Quebec Central railway, will likely be appointed passenger and traffic agent of the Pontiac & Pacific, The latter will probably be extended from Aylmer, its present eastern terminus, to Hull, should the arrangements now pending for the transfer of the Aylmer branch of the Canadian Pacific railway not prove satisfactory..

10/12/1886

Almonte Gazette

Other

Another Railroad Scheme.

A new railroad scheme is being advocated, and it is one which should cause a bright ray of hope to gladden the hearts of the citizens of the now isolated villages which are by it to be rescued from the out-of-the-way existence. The scheme advanced is to have for a terminal a point in the back country, say Carlow, Hastings, a distance of about 75 miles. Starting from Carleton Place, it would run west by south to Lanark village, then north-westerly through Levant, cutting the Kingston & Pembroke Railway at Flower Station, thence through the rear of Frontenac, cutting the southern corner of Renfrew at the Scotch Bush in Matawahan, a thriving and popular settlement almost isolated from the outside world; still north-westerly it would pass through Addington and strike Carlow.

11/12/1886

Ottawa Free Press

Canada Atlantic

The new engines ordered specially for freight purposes by the C.A.Ry. are expected to arrive very shortly. They are to be of very powerful construction.

13/12/1886

Ottawa Journal

Prescott

Rideau River

FATAL RAILWAY ACCIDENT

Brakeman Britt killed on the St Lawrence & Ottawa Railway.

A brakeman named William Britt, employed on the St Lawrence & Ottawa branch of the Canadian Pacific Railway, was killed on Saturday evening last. It appears that the train on which the deceased was employed was a heavy one, and on approaching the bridge which spans the Rideau canal, conductor Jones noticed that the train moved very slowly. The grade is rather heavy at this point, and, as it was not able to mount it, the engine was reversed, and the train backed down the grade, in order to get up a good headway. When the train reached the level, it was noticed that the brakes were on, and their removal was whistled for. As there was no response, the train was stopped to ascertain the cause. It was then discovered that Britt, the brakeman, was missing. No one on the train had seen him since leaving the Chandiere [sic] Station. Search was at once instituted for the missing man, whose body was discovered lying near the track, not far from the bridge which spans a hollow about four miles from Ottawa. The remains were brought to the Chaudiere by train, and an inquest held by Coroner Dr. Steven Wright. A number of train hands were examined and the examination brought out the fact that the bridge, at which the fatality is supposed to have occurred; is not high enough for a man, standing on the top of a freight car, to pass under without striking it: but there was no evidence to show that the bridge was really the cause of the accident. The inquest has been adjourned until this evening, to allow a post mortem examination to be held. The body presents no external marks of injury although it is understood that the head and chest sustained severe internal injuries. The deceased was about twenty-four years of age, and unmarried. His home is in the vicinity of Toronto, where it is likely the body will be buried.

13/12/1886

Montreal Gazette

Pontiac Pacific Junction

Mr. J. T. Prince has accepted the position of traffic manager of the Pontiac Pacific Junction railway, with headquarters at Aylmer for the present. The road will be open for traffic this month to Coulonge, a distance of about seventy miles from Ottawa. It runs through a well settled country, and under Mr. Prince's directions ought to develop quite a large traffic both in passengers and freight..

14/12/1886

Ottawa Journal

Prescott

Rideau Canal

The adjourned inquest on the body of Wm. Brett, the brakeman who was killed on Saturday, was resumed at the Union Station last evening, Coroner Wright presiding. A number of train hands were examined. Drs. Horsey and Kelly, who performed the post-mortem examination gave evidence. Their opinion was that death resulted from extreme mechanical violence to the head, producing concussion of the vital centers. Mr. C. W. Spencer, superintendent of the division having expressed his desire to give evidence, and being at present in Montreal the inquest was adjourned until tomorrow evening. The body was taken to Toronto last evening by a brother of the deceased.

15/12/1886

Athens Reporter

Westport

Soperton Station - Thunder of Dynamite Has Died Away

This law abiding, peace loving, temperate, prosperous, industrious, high-toned community of farmers are pursuing in undisturbed tranquility the even tenor of their ways. The thunder storm of dynamite had died away, and only an occasional boom reverberates in the distance. The riven rocks give proof that it rivals the thunderbolt of heaven in energy and force. Facts follow close on the footsteps of thought, for in a little while the drowsy sleeper will be aroused from his dreams by the vanishing express as it moves to the tune of "Roll on sweet moments and guide the traveller home."

15/12/1886

Ottawa Free Press

Sussex Street

The clerk of the corporation of New Edinburgh has received a bill from the Canadian Pacific railway for filling in the embankment for the dike. The raising of the railway embankment and cost of labor is billed at \$1,539, cost of labor and stone rip \$86, train hauling, filling and ballasting \$750, closing up and raising cattle guards and culverts \$175. The total amount is \$2,500. The corporation thinks that if the work is solid and lasting that they have a satisfactory job.

16/12/1886

Ottawa Journal

Prescott

Rideau Canal

The inquiry into the death of Brakeman William Brett was resumed at the Union Station last evening, Mr. C. W. Spencer and other witnesses being examined, but nothing new was elicited. The jury returned the following verdict: "that the said William Brett came to his death from injuries received while acting as brakeman on the C.P.R. - whether such injuries were produced by striking against the ground or bridge the jury were unable to say."

16/12/1886

The Equity, Bryson

Pontiac Pacific Junction

The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the inhabitants of the upper end, will be pushed up as far as Ferguson's Point before crossing the river.

Daily train service between Coulonge and Aylmer will be commenced some day this week. It is then expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have our mail matter carried by the P. & P. J. railway.

On Monday last a staff of engineers went up country to measure a projected line from Black River to the head of the Allumette Island.

*17/12/1886 Ottawa Journal Pontiac Pacific Junction*

The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the residents of the upper end, will be pushed up as far as Ferguson's Point before crossing the Ottawa.

Daily train service between Coulonge and Aylmer will be commenced some day this week. It is expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have all our mail matter carried by the P.P.J. railway.

On Monday last a staff of engineers went up the country to measure a projected line from Black River to the head of Allumette Island. - Bryson Equity.

*20/12/1886 Ottawa Free Press Ottawa City Passenger*

It is remarkable how few persons avail themselves of the tram cars at this season. If the cars were only enlarged and a small stove fitted in each, foot passengers would be comparatively scarce.

*20/12/1886 Ottawa Journal Chaudiere Chaudiere*

The new No. 1 station is now completed and will be occupied very soon.

*23/12/1886 The Equity, Bryson Pontiac Pacific Junction*

The iron superstructures of the bridges at Stevenson's and Bernard's creeks are to be put up at once. Mr. William Hasler, foreman of the Dominion Bridge Company, has come to execute the work. He is accompanied by Mr. A. McKenzie, of this village, who has been employed by the company at Lachine for the past few months.

Mr. Ridout, Government engineer, inspected the line as far as Coulonge last Tuesday. He was highly pleased with the character of the road and will, we have no doubt, report very favorably. The trip from Shawville to Coulonge and return was made in three hours.

Coulonge. The station building and freight sheds are progressing rapidly, the main building being already roofed in and the inside work progressing finely.

*23/12/1886 Ottawa Free Press Ottawa City Passenger*

The street trams are daily crowded and would be a boon to the public if they only moved a little faster. Their rate of progression is, to say the very best of it, awfully slow.

*30/12/1886 The Equity, Bryson Pontiac Pacific Junction*

In consequence of the regular railway traffic having been opened with Fort Coulonge. Messrs. Hobbs have discontinued their stage line between Shawville and this village.

Coulonge. The P. & P. J. railway is now running regular daily trains between Coulonge and Aylmer, leaving here at six o'clock every morning. They have not arrived here very regularly yet, on account of snow drifts, etc., but I think it is the intention to arrive here about nine p.m.

*31/12/1886 Renfrew Mercury Eganville*

It is understood that a meeting will shortly be held at Eganville and other points to ascertain the feelings of the people in regard to the extension of the K. & P. from Renfrew. It is proposed that an effort be made to extend the line to Combermere and make connection with the Irondale railway, now well under way in construction, which would be of more benefit to the company and the country in general. - Kingston Whig.