

Local Railway Items from Area Papers - 1888

03/01/1888 Ottawa Journal Canada Atlantic

The Canada Atlantic Railway Company have just received from their car shops three new snow ploughs.

04/01/1888 The Equity, Bryson Pontiac Pacific Junction

Piece on Coulonge Railway bridge - illegible. Built by Dominion Bridge.

06/01/1888 Ottawa Free Press Pontiac Pacific Junction

On the road of the P. & P. Junction railway at a point about three miles above Aylmer, a snow plow lies down the embankment. It was accidentally precipitated there while going over the track a few days since and has not been raised yet. The locomotive was also thrown half off the rails, and before they could be cleared passengers had to be transferred over the route in sleighs.

06/01/1888 Ottawa Journal Maniwaki

Readers interested in the growth of the district will be glad to learn on the authority of Mr. Rochon M.P.P. that the Quebec government will grant a subsidy of \$6,500 a mile to the Gatineau Valley railway company for the first ten miles and \$4,000 per mile for the remainder of the construction. This subsidy was obtained through the efforts of Mr. H.J. Beemer, the president of the company.

08/01/1888 Almonte Gazette Carleton Place

One the storm on Wednesday blew fences across the C.P.R. track between Ottawa and C. Place to such an extent that parties were sent ahead of the express to clear the track.

09/01/1888 Ottawa Citizen Carleton Place

Yesterday morning a funeral special with Mr. H.B. Spencer and between four and five hundred railway employees went to Brockville to attend the funeral of Engineer Charles Atkinson. The engine was completely draped in black. The deceased's body came down on the Winnipeg train and thence to Brockville.

10/01/1888 Ottawa Citizen Canada Atlantic

The Canada Atlantic Railway will commence running a special service of heated freight cars between Ottawa and Montreal today (Tuesday) and will continue the same every Tuesday and Thursday until further notice. Also reported in the Ottawa Free Press same day.

10/01/1888 Ottawa Free Press Pontiac Pacific Junction

The morning trains on the C.P.R. were all on time this morning. The Pontiac train, due at eleven was a few minutes late. The conductors said the storm didn't cause any delays.

11/01/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa

The Smith's Falls people, profiting by the past history of the relations between municipalities and railway corporations, have inserted a clause in the Kingston and Smith's Falls Railway by law to the effect that the road must remain forever an independent one, and that it cannot be purchased by another company. To this the Kingston news demures.

11/01/1888 Almonte Gazette Prescott Prescott

Last week three carloads of silk from Japan passed through Ogdensburg on their way to New York. They came by the C.P.R. from Vancouver, and were valued at about \$29,000.

12/01/1888 Ottawa Citizen Canada Atlantic shop

Heating Cars by Steam. Once again the Canada Atlantic Railway have shown some of their enterprise, and intend in future to heat their cars by steam. Each car will be heated from the locomotive, and will have pipes running along the side with a coil under each seat. Rubber pipe connections are used between the locomotive and the different cars by which means they can be easily uncoupled. The Canada Atlantic is the first railway to adopt this system, which removes a great danger - that of fire from the heating stoves.

12/01/1888 Brockville Recorder Westport

B&W Station Construction

Mr. John Warwick who has the contract for building the station houses on the BW&SSM reports the work as going on splendidly. Those at Lyn, Unionville and Singleton's corners have been finished while the remaining six are all under way.

13/01/1888 Almonte Gazette Kingston (CP) Clyde Forks

Mr. Eben. Hamilton, who was one of the passengers injured in the recent accident on the K. & P. Railway near Clyde Forks, has received from the railway company the sum of \$230 as compensation for injuries sustained.

13/01/1888 Almonte Gazette Kingston, Smiths Falls and Ottawa

Another projected road is from Kingston via Smith's Falls to Ottawa. There is every chance of this road being built. It would give the G. T. R. Access to Ottawa, from which it is now debarred, and the new road would probably obviate the necessity of double tracking the present line from Kingston to Montreal. The influential men of Kingston and other places are moving vigorously in the matter, and present indications are that it is one of the things of the near future.

18/01/1888 Ottawa Journal Ottawa City Passenger

The Street Railway company have added to their winter service the elegant sleighs built by the Messrs. R. Shore & Co. of this city. The new sleighs are built of Black Ash nicely painted and comfortably cushioned. It is the intentions of the company to have ready for use in spring several new cars which will be built by the Stephenson Car Company of New York.

WANTED, A RAILWAY

FROM ARNPRIOR TO OTTAWA THROUGH THE CARP

Dr. Groves and the Case of Arnprior and the Rich Townships of Huntley and Fitzroy - A Project which will Stand Pushing

Fitzroy and Huntley townships in Carleton County are two of the richest districts in Carleton County, or in the province of Ontario. They have Ottawa on this side and Arnprior on the other, but they have not a fair railway connection with either. A scheme for a short line railway between Ottawa and Arnprior has been hanging fire for a long while. Now it is hoped the project will be pushed through by the Canada Atlantic railway. Dr. George H. Groves, of Carp, was in town this morning when a JOURNAL reporter asked him what was stirring in his part of the country. Dr. Groves was full of the railway matter. He expressed the conviction that there was at last some chance of the road being built.

"Is anything actually being done now?"

"Yes," answered Dr. Groves, "Mr. Bell, C. E., of Almonte, is making a preliminary survey. I drove over some miles of the proposed line with him yesterday. Of course we have no charter yet. That must be got from the Ontario legislature next session."

"And then?"

"Well I suppose as soon as the line is surveyed and we have definite facts to go on, the next step will be to ascertain what assistance can be got from the Dominion government and the townships towards the building of the road."

WHAT THE ROAD WILL DO

"The road," continued Dr. Groves earnestly "will be a most valuable one to both Ottawa and Arnprior, as well as the county. The route proposed is from the Union Station at Ottawa to Graham's Bay, beyond Britannia, and then in a bee line to Arnprior. This will take the road through March Corners, Carp, Kinburn, and Moore's Corners, and within half a mile of Galetta. That district is one of the richest in Canada, and splendidly settled.

"When the road is built, the big lumber mills at Arnprior will have a direct route through Ottawa to the States. At present they are obliged to take the comparatively round about C.P.R. route. Besides, the C.P.R. rates are high. McLachlin Bros and Gillies & Co., of Arnprior pay the C.P.R. \$300,000 a year for transport of lumber. The new road would give them competition and reasonable rates. As sure as McLachlin Bros don't get this, they will move their mills from Arnprior. Arnprior knows that, and offers a bonus of \$20,000 to the road. McLachlin Bros. don't want to move, and offer to build a \$20,000 bridge across the Madawaska if the road goes on. Then besides the agricultural and lumber interests to be benefited there are others. There are lots of phosphate at Carp and good gravel for railway ballast, which is much wanted around here."

THE FINANCIAL CONSIDERATIONS

"What about the March Hills?"

"I know it has been said that the March rocks present engineering obstructions to a railway which will make the building expensive, but that is not true. There is a passage through the March Hills at Carp which affords a perfectly easy route. To be exact, it is on lot 15, 1st concession of Huntley.

"Regarding the cost of the road, I can't say much. The line would be thirty miles, or a little over, in length. Probably it was not cost over \$15,000 per mile, inasmuch as the country is level and easy throughout, and many farmers have offered right of way free; at this rate, the road could be built for half a million dollars."

RAILWAY INTERESTS

"It is, of course, in the interest of the Canada Atlantic Railway to build such a feeder to their line. The road would probably not stop at Arnprior. It would continue on to Renfrew. Then Arnprior and the adjacent district would have a double outlet to the east- either by Ottawa or by Renfrew and the Kingston & Pembroke Railway to Kingston. At present Arnprior is at the mercy of the C.P.R."

"Why hasn't a charter been got for the road before this?"

"Well, the Canada Atlantic people are most interested in the matter, and they have no doubt been pretty busy with more immediate interests up to this time. But at the next session the charter ought to be granted. There may be opposition, as of course the C.P.R. will not be at all benefited by the construction of the proposed road: but still the route would be so obviously useful a one that there is no reasonable plea why the charter should not be given.

"Finally," said Dr. Groves, "I need hardly say it is in Ottawa's interest to help us all it can in this matter. The road will be another and most valuable feeder to the city."

A short time ago Mr. Claude McLachlin of Arnprior, Mr. G. W. Monk, M. P. P. and another were appointed to see the Canada Atlantic people on this matter. Mr. Monk leaving for Toronto before an interview was arranged for, named Dr. Groves to act instead, but since that nothing has been done, Dr. Groves and his confrere waiting the call of Mr McLachlin to proceed in the matter.

THE PONTIAC JUNCTION.

Notes of a Trip Along the Line of this New Railway.

Progress of Settlement - A Sketch of the Village - Some Magnificent Scenery - The Home of the Brysons - An Old Hudson Bay Company Fort.

The thought had occurred to me that during my idle spell I would write up the route of the Pontine & Pacific Junction Railway company. My original purpose was to give your readers a description of the present terminus, Coulonge, but I think it best to take a survey of the whole line. To begin with it might be in order to say something of the equipment of the road, which, I have no hesitation in saying, is one of the finest of the kind in the Dominion. It was made as per order of Mr. H.J. Beemer, by the Cobourg Car Works, who must have thought of every little modern convenience that the travelling public require. It consists of a first class, second class and smoking car combined, and baggage, express and mail car combined, is fitted out with air brakes, etc. The engine is a flood from Rhode Island Engine company, with all the latest improvements. The traffic is efficiently and courteously looked after by Mr. J.T. Prince, superintendent. The balance of the rolling stock as yet, which is of A 1 quality, is under the direction of Mr. A. H. Leggo, the able superintendent of construction.

THE FIRST STATION REACHED

after leaving Aylmer is Breckenridge, about seven miles from Aylmer; there is a good level farming country from this point to the Quyon. Mr. E.H. Breckenridge has started a brick yard, and turns out brick of very good quality, I believe. The next station is Eardly, a flag station, more for the convenience of a few travellers than for any business done. Then comes Parkers, where the business of Eardly is handled. Several new houses have gone up recently. Quio is next reached; the village is about two miles from the station, and is about the most stirring on the line. Mr. McLean's large roller mills are there, some four stores, three hotels, billiard room, telegraph and post offices, and three churches. Wyman's, which was till recently a flag station, has now developed into quite a business point. The Bristol iron mines bring all their ore for shipment to this place, and the railway company has erected large bins for its reception. Two stores have been built also, and seem to be doing a good business, which shows what development a railway brings about. This was only a farming country, where two concessions intersected last year, and now it looks as though it was going to become quite a village. Shawville appears to our view after leaving McKee's. The town is situated in a slight valley from the track, which sets it off to considerable advantage. It is

A STIRRING LITTLE PLACE, BUILDING UP

a great deal since the road came to it. There is a grain elevator on a siding at this point, with capacity of 25,000 bushels, four stores, two hotels, telegraph and post offices and two churches. This is quite a freight distributing point for Leslie, Otter Lake and other points where lumbering is carried on. The next station is Clark's, about four miles from Bryson, a thriving little town, where there are some of the best business places in the county, one store especially, recently built by Mr. C. Turpain, and I doubt if there is anything west of Montreal in the province to equal it. This is the chief county town at present. Bryson has three hotels, three churches and two newspapers, the Equity and the Advance. It promises to be quite a mining locality, and the project of running a branch in from the Pontiac & Pacific Junction railway is being talked of. Campbell's Bay is next reached, and when the road first came in here what is now quite a flourishing village was a wilderness. As soon as the station was built last year, houses, stores and hotels seemed to go up like magic, and now there is a good sized village. The station also is a distributing point for the small village of Calumet Island and lumbermen's shanties.

THE SCENERY AROUND THIS POINT.

in the summer is something magnificent. The Ottawa diverges here into a bay on one side of the Calumet inland and flows on; on the other side is a furrow river, and as far as the eye carries of the cars lovely hills green with trees, and a beautiful bay and river are seen. This scenery lasts for some two miles, when we lose sight of the Ottawa again, till we get to the Grande Marois, where the scenery is again beautiful. Then we arrive at the present terminus, Fort Coulonge. The workshops and principal local office is at Aylmer, but this is the headquarters of construction. There was a large round house built here last fall for the accommodation of the passenger engine and construction engine. The station is a little inconvenient to the village, owing to some misunderstanding. The village is pleasantly situated between the Coulonge and the Ottawa rivers, each of these flowing along the shores of the village on either side. There are seven stores, all doing good business apparently, four hotels, two churches, a Catholic and Presbyterian, Post office and telegraph office. Since the railway came in here there have been some ten or twelve new houses built. This is the residence of Hon. Geo. Bryson, jr., and Jno. Bryson, M.P., they being engaged in lumbering.

THE LATE MR. THOMAS BRYSON

was held in high esteem by his fellow countrymen, they, a short time previous to his death, some six years ago, having elected him to the Dominion house; he was the leading man of this town, and everywhere about it are evidences of his devotion to the home of his adoption. Since his death, Mr. Jno. Bryson has been member for the county and has held the position with great credit to himself and the people, and evidences are many of his following in the footsteps of his uncle in trying to advance its interests. About two miles from the village is the residence of the Hon. Geo. Bryson, sr. The business of lumber merchant and the general store of the late Thos. Bryson have been carried on by his son, Mr. Jas. Bryson, who is one of the most respected villagers. At the point where the railway crosses the Coulonge river, going west from Coulonge to Black river, ten miles of road have just been completed and handed over to the company, but I understand will not be opened for traffic this winter. The Dominion Bridge company are erecting a splendid iron bridge at Coulonge which, when completed, will have two span girders and two tress spans, 320 feet long in all. The scenery around

THE MOUTH OF THE COULONGE RIVER

up as far as the old Hudson fort, is very beautiful. It is surprising to me that some one has not already located a summer hotel here as there really is not a prettier place or better beach within a good many miles of it. There is one of the best sites for a saw mill on Bryson's Point that could be found on the Ottawa, a great place to boom logs and ample piling grounds. Just at the mouth of the Coulonge is the original residence of Mr. Thomas Bryson, the prettiest little spot on the river; the ruins of the old house are still there, and it is considered the walk for Sunday afternoons in the summer. The old fort still holds its own against the progress of time, and is, I am informed, one of the oldest Hudson Bay company's forts in existence. From here to Black River are good farming lands, pretty thickly settled by well-to-do farmers.

LOCKE.

Before the 1st of February next it is said the Brockville, Westport and Sault Ste. Marie Railway will be completed from Brockville to Westport, a distance of about 45 miles and regular trains running. The objective point is Sault Ste. Marie where a connection will be made with the northwestern system of railways, the whole length of the line being 500 miles. Said Mr. Wood M.P., discussing the scheme yesterday, "It will be the shortest route between the 'Soo' and the seaboard, inasmuch as it is an air line and by bridging the St. Lawrence at Brockville a connection will be formed at Morristown with a complete system of American railways. The local traffic will also be good, for the road so far runs through the eastern garden of the Province, and there are thirteen towns and villages along the line. The Canadian Pacific Railway will not be able to handle the freight of the Northwestern States, and our road, which shortens the distance to the seaboard by at least one hundred miles, cannot fail to control a large share of the through freight.

Another Railway Project Revived.

At a meeting of the Board of Trade at Kingston last week the proposed line of railway from Kingston to Ottawa was discussed. Mr. C. F. Gildersleeve, President K. & P.R. in advocating the scheme mentioned C. Place, Almonte, Arnprior and Pakenham as places likely to be benefited by the road. The south side of the Rideau Canal is spoken of as the most favored route, and in what way a road there is going to benefit any of the towns in this district will require a little elucidation. Smith's Falls, however will be directly benefited, and her interests were championed at the meeting by Mr. F.T. Frost. He said that town was prepared to do her duty in any feasible scheme by granting a bonus or in other ways encouraging the work.

23/01/1888 *Ottawa Journal**Renfrew*

THE PROPOSED SHORT LINE TO ARNPRIOR.

"The project referred to last week to build the Ottawa and Arnprior railway deserves the attention and support of Ottawa. That road will not only make the richest part of Carleton county a sort of next-door garden to the city, but it will connect the city with the upper part of the Ottawa Valley independent of the C. P. R. and without any disrespect to the C. P. R., it is always advisable to have more than one string to your bow. The proposed road would shorten the distance between Ottawa and Arnprior an hour below the Canadian Pacific route. It would bring the output of the huge Arnprior lumber mills directly into the Canada Atlantic railway here, and the Canada Atlantic has been of sufficient value to the city and shown itself to possess sufficient liberality and enterprise to entitle it to our good wishes. The proposed road would be a most valuable contributor to -the Ottawa Valley fair, which is henceforth to be permanent in Ottawa, and this alone should be sufficient to give Ottawa a keen Interest in it. With such a feeder on that aide, with the already . completed C. P. R., Canada Atlantic and - Pontiac Pacific, and with the Gatineau Valley road and proposed Ottawa and Vandreuil line on the south shore of the Ottawa, the exhibition will indeed be a central Canadian fair, and the city become the very heart of the Ottawa Valley. So far as the Ottawa and Arnprior road is concerned : so little capital is needed apparently that the scheme should not fall through for want of support. It is said half a million dollars would construct the line, and while experience proves that railways generally cost twice what is estimated, even then the undertaking is not tremendously formidable. There is a handsome profit awaiting a well-run suburban line to Deschenes Lake in the near future, let alone anything further possible to such a road as that contemplated to Arnprior, part of which possibility is the fact that the Arnprior lumbermen at present pay \$300,000 a year to the C. P. R. for export carriage of lumber at what are said to be high rates. A slight per centage of reduction of these rates would save the Arnprior men enough to pay the interest on the entire cost of construction of the proposed road ; and the proposed road would eventually go beyond Arnprior to Renfrew and connect there with the Kingston and Pembroke road, giving Arnprior a route to the St. Lawrence on that side as well as on this.

26/01/1888 *The Equity, Bryson**Pontiac Pacific Junction**Coulonge*

Coulonge notes. The ten miles of railway recently completed between here and Black River were inspected last week, and the work pronounced satisfactorily executed. It is not intended to open this portion of the road for traffic before next spring

27/01/1888 *Renfrew Mercury**Westport*

Notwithstanding reports to the contrary which have been circulated, the authorities of the Brockville and Westport Railway say that it is their intention to give the public railway accommodation this winter, and that they expect to have the track completed so that regular trains can be run soon after the first of February. Of course the road will not be fully ballasted, but they say that it will be in such a condition that trains can be run with safety. Another locomotive and twenty more cars will arrive shortly. With respect to the numerous complaints that have been made respecting no pay for work done, it is stated that the men were informed that the next payday would be when tracklaying was completed, and was expected to be about the 20th day of January.

27/01/1888 *Ottawa Free Press**Pontiac Pacific Junction*

Quebec 27th. A case of considerable public interest was argued before Judge Caron in the Superior Court here yesterday. In September, 1881, the County Council of Pontiac voted \$100,000 to assist the building of the Pontiac and Pacific Junction Railway. The \$100,000 was represented by bonds, one half of which were negotiated or cashed by the Hon. J.G. Ross of Quebec, who now sues the provincial government to recover the \$50,000 as advanced by him. The government is the principal defendant, but the Pontiac county council has also been mis a cause. The plaintiff was represented by the Hon. G. Irvine and the government by the Hon. F. Langelier, and the Pontiac interest by Mr. McDougall of Aylmer. The construction work on the road, it appears, was stopped during two years owing to the fact that the contractors had to suspend payments. Since then the work has been resumed and the company now claim the amount of \$50,000. The defence pretend had pleaded that the bonds on which Senator Ross' action is based are worthless, as they were signed by a Mr. McNally instead of Mr. W.P. Poupore M.P.P. and warden of Pontiac county. It is alleged that Mr. McNally had no power to sign as warden of the county, as he had not been regularly elected to that office, but had obtained it by fraud, and that his partisans only made use of him for the purpose of signing the bonds, which, legally speaking, should have borne the signature of Mr. Poupore, the properly elected warden. This is the first time, it seems, that a similar question has been raised in Canada, and it is said that no matter what may be the nature of the judgment of the Superior court, there will be an appeal to the Privy Council.

28/01/1888 *Ottawa Journal**Westport*

Mr. James Carrol, foreman of the works on the Rideau canal, speaking to a Journal reporter about the construction of the new Brockville and Westport Railway, said the line is now entirely completed from Brockville to Westport with the exception of a gap of about five miles between Delta and Farmersville and the officials expect that gap will be closed, the line ballasted and in running order about the 15th of February. The stone piers for the bridge across the Rideau river at Newboro are already constructed and the ironwork for the bridge is now lying at Lyon on the C.P.R. [sic] ready to be shipped to Newboro as soon as the gap between Farmersville and Delta is completed. The directors of the road intend giving a grand banquet at Farmersville, about the 15th of February, when the last rail will probably be laid. The passenger and freight equipment for the road has been ordered, and trains are expected to be running regularly between Brockville and Westport by the 1st of March.

28/01/1888 *Ottawa Journal**Pontiac Pacific Junction*

\$50,000 wanted from Pontiac

Quebec - Judge Caron has reserved judgment on a case of considerable public interest here, namely a suit by the Hon. J.G. Ross, of Quebec, to recover \$50,000 from the Provincial Government and the County of Pontiac.

In September 1881 the County Council of Pontiac voted \$100,000 to assist the building of the Pontiac and Pacific Junction Railway. The \$100,000 was represented by bonds. Hon. Mr. Ross took half of these, paying \$50,000 to the company which was building the railway. He now wants to return the bonds to either the Government or the County Council and get his money back.

The defence pretends that the bonds on which Senator Ross' action is based are worthless as they were signed by a Mr. McNally, instead of by Mr. W.J. Poupore, M.P.P. and warden of Pontiac county. It is alleged that Mr. McNally had no power to sign as warden of the county as he had not been regularly elected to that office, but had obtained it by fraud, and that his partisans only made use if him for the purpose of signing the bonds, which legally speaking should have borne the signature of Mr. Poupore, the properly elected warden.

Senator Ross is represented by Hon. G. Irvine and the defendants by Hon. F. Langelier M.P., and Mr. McDougal of Aylmer, the former for the provincial government and the latter for the county.

The Pontiac County Debentures now in dispute before the courts of Quebec have a history of their own. When the Pontiac and Pacific Junction Railway was first projected through the county the railway company, of which the Hon. L.R. Church was president, asked the people to assist the undertaking by granting a bonus. The president had represented Pontiac in Parliament, and exercised a good deal of influence, and the idea of having a railway caught the people's fancy at once. A vote was taken early in 1881 but the upper end of the county were not satisfied with the conditions and they voted solidly against the grant and defeated it.

In September 1881, another vote was taken to grant \$100,000 to the company, and this time it was successful. The present M.P.P. for Pontiac, Mr. W.J. Poupore, was then warden of the county. When the bonds were presented to him for signature he refused to sign them, claiming that the private guarantees promised as to when the road would run had not been given and he refused to sign away the people's money unless these guarantees were given. The guarantees, as understood at that time were that the road would be built within a fixed period of time, and should not cross the Ottawa river at any point east of Black river. In 1882 a new County council assembled in Bryson, the county seat, and Mr. Simon McNally was elected warden - illegally, it is claimed by some, and signed the debentures. They were deposited with the provincial treasurer and were only to be given out to the company as the road was built. Although the company failed and the construction was dropped for two years, the bonds were given over to the promoters of the road. Since then efforts in different directions have been made to relieve the county from redeeming these debentures which are for twenty years at six per cent interest. At one time negotiations were opened with the federal government with a view to assuming the bonds and relieving the people from paying them but the negotiations from one reason or another fell through. The Quebec Government, which Senator Ross is suing, is brought in because the people of the county claim that the debentures are invalid as the company did not construct the road within the specified time, and the provincial treasurer had no right to let the company have the bonds.

31/01/1888 *Ottawa Free Press**Ottawa City Passenger*

The street car company intend on making purchases of quite a number of horses this spring, when some at present in use will be retired.

01/02/1888 *Canada Lumberman**Kingston (CP)*

The Rathbun Company, through their Kingston agency alone, have handled off the K. & P. railway 1061 car loads cedar posts, shingles, lumber and railway ties. This would make a train, with engines enough attached to move them, over eight miles long. This material, together with what has arrived from Ottawa and other points, makes 121 vessel loads shipped by this firm from Kingston during 1887.

02/02/1888 *Ottawa Journal**Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway has just completed arrangements with the Canadian Pacific railway to run two trains a day into Ottawa from Calumet island, the terminus of passenger traffic on the new line.

03/02/1888 *Almonte Gazette**Lachute**Calumet*

Herbert Chapman, a fireman, while oiling the driving wheel of a locomotive at Calumet a few days ago, had his arm between the spokes when the driver, unaware of the fact, let on steam. The arm was fearfully twisted and broken.

06/02/1888 *Montreal Daily Witness**Canada Atlantic**St. Polycarpe*

While the up train from Montreal, on the Canada Atlantic Railway, was passing St. Polycarpe last night, an inknow miscreant alongside the track hurled a stone, which shattered a pane of glass of the parlour car. The passengers got a bad scare. The railway authorities are investigating the matter.

07/02/1888 *Athens Reporter**Westport*

Phillipsville - Temperatures Plummet - Locomotive Off The Track between Phillipsville and Delta

It has been some time since we saw any news in your paper from this place. I would have written you before, but the thermometer got so low that our ink froze, and we lost our jack knife and could not sharpen our pencil. But as the thermometer has come in sight again, we take this opportunity of writing you a few lines.

It is nothing new to hear that the engine is off the track on the B&W railroad. It took the boys about eight hours to get it on the track between this place and Delta, one night last week. The boys worked well without their suppers. The engine has been off the track over since the B&W road was commenced, that is what is the matter.

07/02/1888 *Athens Reporter**Westport*

Delta February 2 - Engine Goes By

Hurrah for the railroad. We could see the iron horse today for the first time, and it was a welcome sight to all.

07/02/1888 *Athens Reporter**Westport*

Westport Station Completed by Mr. Bolton - Laying of Switches to Start

The station house at Westport is just about completed. Its neat appearance and fine finish as well as the despatch with which the work was executed reflects much upon the ability and workmanship of Mr. Bolton. The work of laying the switch here will be commenced immediately, when all will be ready for the arrival of the first train.

07/02/1888 *Athens Reporter**Westport*

Hervey to Give Banquet in Farmersville

It is rumored that the Contractor, Mr. Hervey, and the Provisional Directors of the B&W&SSM Railway will give a grand banquet in Farmersville about the 15th instant in honor of the opening of the road from Brockville to Westport.

Now that the railroad is about completed our village road commissioners should have preparations made to lay a sidewalk from Wellington St to the station the first thing in the spring.

The B&W Railway offices in Brockville have been removed to the Comstock Block.

09/02/1888 *The Equity, Bryson**Pontiac Pacific Junction**Aylmer*

Aylmer notes. The P. & P. J. has made arrangements with the C.P.R. to run two trains daily into Ottawa from Aylmer, the present terminus of the passenger traffic. This will be a great convenience to the people of Aylmer and vicinity.

09/02/1888 *The Equity, Bryson**Ottawa, Arnprior and Renfrew**Renfrew*

Report from Renfrew Mercury about a meeting to incorporate the Ottawa, Arnprior and Renfrew Railway.

09/02/1888 *Ottawa Citizen**Vaudreuil and Ottawa*

Mr. McMillan, M.P. for Vaudreuil was in the city yesterday, en route to Toronto, in connection with the Vaudreuil, Prescott and Ottawa Railway. The federal Government having promised to aid this undertaking, a deputation of prominent men selected from the counties through which the line will run, has been appointed to wait upon the Ontario Government, and urge a reasonable subvention. They have not decided on what amount to ask for, but hope to be met by the Government in a liberal spirit, inasmuch as the Ottawa district has not so far received a very generous treatment in the matter of public expenditure.

Mr. H.J.Beemer, President, and Mr. J. Day McDonald, Secretary -Treasurer of the Pontiac Pacific Junction Railway, were in the city yesterday on business connected with that enterprise. In conversation with a Citizen representative, Mr. Beenier said : " Yes, we are getting ready to begin work on the Gatineau Valley Railway. As soon as the sun gets through with its contract for removing the vast fields of snow which mantle the Hull mountains and the valleys thereof, the industrious navvy and the relentless steam drill and shovel will begin the work of destruction. The Gatineau Valley quiet must be disturbed by the echoes of the railway whistle, and that before very long. We have made good progress with our surveys, and with the opening of spring we expect to put on a good force of men. At the annual meeting the old Board of Directors was reelected."

Editor of THE CITIZEN

.Sir, Having heard so much of the travelling facilities on the Canada Atlantic Railway from Ottawa to Montreal, and when I was told that perhaps it was one the finest and best equipped (if not the best) lines of this or any other continent, thought my informant was drawing largely on his imagination. But knowing him to be an "old stager" on railroad travelling I was obliged to bow to his opinion, but resolved on the first occasion of my having to visit Ottawa that I would travel over the Canada Atlantic and see if my old fellow-traveller was right in the formation of his good encomiums of the line. In railway travelling I am no novice. I have breakfasted close by Cannon Street Station in London and dined in Paris; rushed through at the base of the Alps, what the French Emperor of that day deemed a wonderful performance to cross at the top. Dublin to Kingston with the Irish limited; then on board the "Ulster" or the "Connaught," which "casts off" as soon as the mails are aboard, no matter what wind or weather is blowing, and stands out for Holyhead across the chopping channel. On arriving there, all aboard the London North Western (the best managed line in all England, with Mr. Moore for its head) and into Euston Station to the minute. Or who has not enjoyed that hourly train from "Auld Reekie" into Princess Street Station in beautiful Edinboro'. These I have enumerated are all among the bright side of my old country travel. On this side of the Atlantic I have dashed over the Canada Southern, a line for equipment and comfort which I thought had no equal until a few days ago, when I took the 4.30 p.m. train from Montreal to your city. If my experience of railway travelling amounts to much I can now with all confidence confidence confirm the statement of my friend, that for speed, comfort and luxury of travel the Canada Atlantic has no equal in Canada. I have been over them all. Montreal to Chicago, and Montreal to the capital of the N. W. T. The cars on the Canada 'Atlantic are, I believe, the only cars in Canada, which are heated by steam from the engine, doing away with the unsightly box stove in the corner, while the antiquated oil lamp has given place to the electric light, which enables the passenger to read the smallest print with perfect ease. All this comfort is not confined to the luxurious Pullman, but is to be found in all the cars. I took a seat in the parlour car " Cassman," which only costs \$50 extra a mere trifle compared with all the surrounding comforts. The attentive and courteous porter served up meals of a high order at a very moderate cost. It would be well if some of our hotel-keepers would ask and pay that porter for his recipe for making coffee. Now, Mr. Editor your readers have my opinion of the Canada Atlantic as a mode of locomotion between your city and Montreal, and I think you will say, on reference to my card; which I enclose, that I am in a position to form and give an opinion.

Yours truly,
Caxton.

The Canada Atlantic Railway has just completed and put on the road a fine new snow plough which will replace the large winged plough which was badly damaged at St. Polycarpe. The new plough was made at the company's Elgin street workshops.

The Canada Atlantic Railway Company have added a large new engine to their rolling stock. The size of the engine can be imagined from the fact that the tender carries eight tons of coal and 3,800 gallons of water. The new engine will run between Montreal and Ottawa.

The engineer engaged in preparing the profile for the proposed interprovincial bridge was at work on the Ottawa river today.

The Winnipeg express collided with an up freight train near the Gatineau River bridge this morning. No injuries Much more. The exact cause of the accident could not be ascertained as the train hands and officials of the road were all as dumb as oysters. Also reported in the Ottawa Free Press.

On the 9th brakeman Wooley had the thumb and finger of his right hand badly jammed while coupling cars at Renfrew station. Dr. Mann dressed the wound and Wooley proceeded down the line.

Tracklaying Finished on Westport Division

Brockville, Ont. 15 February. Track laying was finished yesterday (Tuesday) on the Westport Division of the BW&SSM. The steel bridge across the Rideau at Newboro are being erected by the Dominion Bridge Co and is expected to be completed by Monday. Regular trains are to be put on between Brockville and Westport in a few days. The location of the line west of Westport is to be pushed vigorously.

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No. 3 express o the C.P.R. between Toronto and Montreal was detained yesterday through a freight being off the track at Merrickville. When the freight was approaching Pike Falls, it was seen by the section foreman who, knowing that the express had not yet passed up, thought the freight intended waiting for the express on the siding at that point. He opened the switch and the freight under a full head of steam rushed into and through it. The derailment at the other end was the cause of injuring the engineer and throwing the brakeman from the top of the cars. Eight cars, two containing stock, were derailed. The accident happened about three o'clock in the afternoon and the track was blocked for four hours. The expresses both ways had to tranship and return.

On the Canada Atlantic there have been very heavy shipments of lumber. More lumber is being shipped from the Chaudiere depot than from any other shipping point in Canada. The prospects are that the rest of the winter will show a continuance of the shipments on a heavy scale. The yard is full of loaded sleds waiting for cars.

This morning a gang of Italians numbering between 40-50, who had been employed on the Brockville and Westport Railway, reached town. They were looking for their pay.

The Bristol iron mine have just been closed down and 66 men have been turned out of employment for a few weeks at least, after which they hope to resume operations. A large gang of the unemployed men arrived in the city on Saturday night. Mr. Blackburn, of New Edinburgh, Mr. McGee of this city, and Capt. Sims of Ironsides are the shareholders in the mining syndicate which opened operations there last spring. The Bristol iron mine are said to be the richest in this section of the country. The ore is plentiful and is of good quality, excepting in places where it is tainted with sulphur. Captain Simms, the manager, has made a contract with an American firm, to melt the ore and extract the sulphur, but it was alleged that the work was not being carried out and the burners of the Bristol mine being out of order the company decided to close down until new burners would be built. The productions of the mines were in good demand in the American markets and were purchased in the original form at \$12 per ton by American smelters. The average production daily has been considerable less during the past two months due to the scarcity of water which compelled the manager to close down a portion of the machinery at times. Capt. Sims has left on tour through the American mining regions with a view to adopting some new methods and importing the latest and best designed machinery which will be put in operation when the work is resumed.

The Canada Atlantic Railway Company have a gang of men at work removing the lumber and freight cars ditched below Greenfield on Friday morning. The damaged cars will be brought to Ottawa and repaired in the car shops.

Bill in the Ontario legislature to incorporate Ottawa, Arnprior and Renfrew Railway. To be constructed from Ottawa to Arnprior and thence by way of Braeside to the village of Renfrew.

Railway Workshops

His worship the Mayor is strongly in favour of having the workshops of the Canada Atlantic Railway built here and considers that the City Council should either grant a bonus or exemption from taxation as an equivalent. He has prepared the following letter which he will submit to a special meeting of council:

A short time ago it was reported in the Ottawa papers that the Canada Atlantic Railway intended erecting their workshops at Clarke's Island. In view of the fact that the Canada Atlantic Railway property will be in the new territory added to the city it is highly desirable, and of the utmost vital importance that the workshops should be kept here.

Upon inquiry I find it is the intention of the company to locate their workshops at the point referred to, and commence work as soon as the weather will permit.

The reason assigned by the company for locating at Clarke's Island is that they own 120 acres there: it is in the centre of the road, and furthermore they can land their own coal at that point direct from the mines by water.

It is reported that the Valleyfield people are moving energetically in the matter, and will give a handsome bonus, exemption from taxation for a term of years etc.

The capacity of the new workshops will be very large, employing two hundred and fifty men at the commencement.

The Canada Atlantic Railway, in the very near future, will extend its line to Parry Sound. A bridge will shortly be erected at Coteau therefore the growing importance of this road can hardly be estimated. I think that a strong effort should be made to have these workshops here. Now is an opportune time when the bill is before the legislature of Ontario..

Would it not be wise, and in the best interest of the city to take prompt action in the matter and not have it said outside of Ottawa that Valleyfield had "stolen a march on us".

Leaving the matter to your favourable consideration, etc.

There is quite a division of opinion with regard to whether the Canada Atlantic workshops should be bonussed by the corporation. Ald. Hutchison is firmly against anything in the shape of a bonus while Ald. Roger thinks that anything that would add to the wealth or population of the city should receive a reasonable encouragement.

PERTH NEWS

A BAD SMASH-UP, - Occurred six miles east of here on the 15th inst., caused by a freight train leaving the track. It seems as the train was approaching the Pike Falls siding, some section men who happened to be there thought they heard her whistle for the switch, and one of them, supposing he was saving the brakeman the trouble, opened the switch, but the train not wishing to stop there, did not slack up, and consequently left the track after running to the end of the siding. Driver Lawer was severely injured. The wrecking gang from Perth was soon at the scene of the accident, and built a track around the wreck to allow other trains to pass. The express trains were delayed six hours. Several car loads of cattle which were on the train suffered severely from cold and hunger for two days, the owners refusing to look after them, maintaining that the railway company was responsible for them.

The Central Canadian says Carleton Place has become the starting point of a new division of the C.P.R. to reach to Chalk River.

* * *

The Rideau Record says: an important decision has just been made by the C.P.R. which largely affects for good the interests of Smith's Falls. By orders issued on Tuesday morning all freight traffic for west of Carleton Place from Montreal and all freight for Montreal and the east from Carleton Place and west of there will go by Smith's Falls airline. This will necessitate extra crews and locomotive power, as the volume of traffic passing this way will be enormously increased. The change makes this a new divisional point from Chalk River.

Mr. Hickey, it is said, will apply for a new charter for the Ottawa, Waddington and New York road. The old charter has lapsed, and there are two boards of directors in existence.

For some time past the residents of Aylmer have been bothered by a shunting engine on the Pontiac and Pacific junction Railway which has been kept running up and down the street upon which the track terminates frightening the horses &c. At the last meeting of the council a resolution was passed requesting the Railway company to stop the nuisance by keeping the engine in their yard. The company complied with the request.

Mr. H. J. Beemer, President, and Mr. C. E. Harris, Chief Engineer of the Pontiac Pacific Railway, yesterday had an interview with the Chief Engineer of Government Railway with reference to that work. The rail are now laid as far as Black River. An extension of the line to Sault Ste. Marie la among the probabilities..

Passenger Car Arrives in Brockville
The Recorder says that a passenger car for the B&W reached Brockville on Thursday.

Bridge in Place Newboro February 27 - The railroad bridge is placed in position and will be completed in a few days.

Westport - Work on Turning Y Nearing Completion by Mr. Webster - Work Started on 500 Barrel Water tank Westport Saturday Feb. 25
Operations on the railroad are progressing favorably here. Mr. Webster has a gang of men at work laying the track of the turning Y which will be completed in a few days.

The building of a large water-tank of five hundred barrels' capacity was commenced last week. We expect the iron horse to make his first appearance in Westport this week.

Man met his death at the Elgin Street station

Last night at about midnight a man was found horribly mutilated on the line at the east end of the Canada Atlantic station. Life was found to be extinct and word was at once sent to Constable McKenzie who was soon on the spot, and the police station by telephone, word being sent back to communicate with the coroner. A Citizen reporter visited the station at 1.30 a.m. and found Constable McKenzie at the depot. In answer to inquiries he stated that the man had been killed by the express which came in at 8.30 p.m., but was not discovered until midnight. It is thought that he got off the express on to the platform at the west end, and there being no passengers for the Chaudiere, the cars were backed into the shed. He must have then stepped off the platform on to the rails and been struck by the car of the attached engine kept to take the Chaudiere passengers to their destination. From this spot he was carried to the switch at the east (Elgin street) end of the platform where he was eventually found. The engine, after backing the car into the sheds went to the Chaudiere and must have passed a second time over the spot where the unfortunate man was found. He must have been first struck by the car at the west end of the platform as blood was to be distinctly seen on the snow there (as well as on the car). The body was fearfully mutilated, one leg being completely severed from the body and the other being broken in several places, the rest of the body, with the exception of the face being horribly cut up. Constable McKenzie searched the body which appears to be that of a man of about 33 years of age but could find no clue to his identity. He was dressed in dark home spun-clothes and had nothing in his pockets. At 1.45 a.m. Constable McKenzie left the station to telephone to Coroner Wright.

March 2 - The unfortunate man who was killed on Wednesday evening at the Elgin Street station was identified yesterday morning as Francis Deslaurier. The deceased lived about eight miles from Casselman and was a fairly well-to-do farmer. County Constable McKenzie notified Coroner Wright who visited the spot early yesterday morning and after inquiring into the facts of the case considered that an inquest was not necessary. Enquiries were then made by telegraph along the line which led to the body being identified. Friends of the deceased visited the depot and took the remains home on the noon train. Deceased was a man of about 60 years of age and leaves a family of grown up sons and daughters.

For some time past the residents of Aylmer have been bothered by a shunting engine of the Pontiac and Pacific Junction Railway which has been kept running up and down the street upon which the track terminates frightening horses &c. At the last meeting of the council a resolution was passed requesting the Railway company to stop the nuisance by keeping the engine in their yard. The company complied with the request.

The work at the Bristol has been stopped for a time. Work was progressing satisfactorily until it was found impracticable to continue shipping until a railway is constructed from the mine to Billerica, a distance of about four miles. The mining company, through the dilly dalling policy of the P. & P. J. Ry. company, is thus forced to abandon work until such time as they can construct and place in running order a railway of their own. Having this object in view, application has been made by the Bristol Iron Mining Company to the Federal Government for a charter to build a road, and it is hoped that the least possible delay will ensue in having the bill passed. There are now, lying at the mine, 8,000 tons of calcinated ore ready for shipment., which cannot be handled from the fact that it takes all the profit to haul it to the station, with teams , until a railway is built. More (interview with Capt. Symons.)

First Train to Newboro. Brockville 21 February 1888.

The first train from Brockville over the BW&SSM arrived last Sunday with part of the bridge to be placed across the canal. The balance of the bridge arrived the following Monday and will be in readiness for the passenger trains next week.

The Carleton Place Central Canadian of yesterday says "we are in a position to say that Carleton Place will hereafter become the headquarters of trainmen running to the three great cardinal points of the compass, namely, West, East and South; that is to say from Carleton Place to Caalk [sic] River; from Carleton Place to Montreal and from Carleton Place to Havelock. Here is where the men are booked to rest, with their engines and vans. For this purpose, within the last few days, three trainloads of coal have been deposited in the vast yard, and more are coming, hundreds upon hundreds of tons, to keep the freight engines in supply. Five gangs come forthwith from Smiths Falls reducing the forty-two men there by at least twenty-five; while all the gangs come from Ottawa with their engines and vans. It is estimated that the change will add between forty-five and fifty families to our population, not in trainmen only, but in the forces now required in the shops and yards to keep up the perpetual motion with rhythm and steadiness"

Whether or not the men will be pleased with the change is not stated.

CAR ON FIRE - On Tuesay kast as the one o'clock train was approaching the Merrickville station the colonist car was noticed to be on fire in the roof around the stove pipe. It caused quite an excitement at the time, as it was feared the car could not be saved. The occupants of the car began to temove their effects, while a number of those about the platform set to work extinguishing the flames. After a few minutes of hard the fire was subdued, and the train proceeded on its westward trip

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway Company speaking to a Journal reporter said that the work on the bridge across the St. Lawrence River at Coteau would be started this spring. "In fact the work has already been commenced, for a large quantity of material for the stone work of the bridge is now on the ground and men have been employed during the winter months preparing the stones."

Yesterday Mr. Hickey presented a petition to the House of Commons for the incorporation of the Ottawa, Waddington and New York Railway, the old charter having lapsed. This road is of more than ordinary importance to the city of Ottawa, as it will furnish a short and direct line of communication with the Capital and New York. The route will be from Ottawa to Morrisburg, via Metcalfe, Vernon, West Winchester (there crossing the Ontario and Quebec road), Winchester Springs and Williamsburg. Two bridges are contemplated, one across the Ottawa River, between Ottawa and Hull, and the other across the St. Lawrence, near Morrisburg. The whole length of the line to be constructed is about 52 miles, by which a connection will be secured with the New York State system. The object of bridging the Ottawa is to secure a connection with the proposed Gatineau Valley Railway. The Government will be asked for the usual subsidy of \$3,200 per mile. Among the promoters are Dr. McIntyre, Dr. Anderson and Mr. Ira Morgan..

03/03/1888 *Ottawa Journal**Chaudiere**Chaudiere Extension*

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway Company speaking to a Journal reporter.

"When will the C.A.R. extension to the Chaudiere be completed?"

"There are two more arbitrations to come off before the right of way is secured, but it is expected that the cars will be running into all the mills on this side of the river before the close of the sawing season.

05/03/1888 *Ottawa Journal**Canada Atlantic*

The Canada Atlantic Railway Company have just received from the Pullman Car Company two hundred freight cars which will be used during the coming spring in the lumber carrying trade on that line.

06/03/1888 *Ottawa Free Press**Canada Atlantic**Elgin Street*

It having been reported that the Canada Atlantic Railway were about to place gates on each side of their track at the foot of Elgin street and elsewhere, a Free Press reporter called on Mr. E.J. Chamberlain, general manager of the road, this afternoon at his office. Mr. Chamberlain said that it was not the intention of the company to place any gates on Elgin street, but when the road was running through to the Chaudiere they may place them at the crossing on Queen street. However, nothing definite has been decided on at present.

07/03/1888 *Athens Reporter**Westport**water*

The First Run of the B&W

After years of patient waiting and hoping against hope, the long sought but much delayed train from Brockville to Westport is now an accomplished fact.

If the spirit of Allan Turner Esq. had been permitted to visit this mundane sphere and could have stood on the station platform as the train steamed into Farmersville station, he no doubt would have remembered the prophetic words we heard him utter 15 years ago I may not, and probably shall not live to see a train running between Brockville and Westport but I firmly believe that only a few years will pass before you take your first ride over the road. The railway was completed several days ago, except for the finishing of the iron bridge across the canal at Newboro which was finally completed last week so the railway officials sent out invitation to all reeves, deputy reeves, and several others to take a ride over the line last Saturday, March 4.

Accordingly, an engine drawing a baggage car and a passenger car was sent out from Brockville to Westport last Friday afternoon. On its arrival at the Westport Station, a good percentage of the population was at the station to see it pull in, and cheer upon cheer rang over the winter air. The residences of some of the leading men of the village were decorated with Chinese lanterns, those of Reeve Adams, and Rev. D.Y. Ross being the most beautifully illuminated. Unfortunately the wind came up during the night with d drifting, but it was decided to make the run just the same, and at 7 am, on Saturday morning the whistle blew a warning note that all was ready for the first passenger run.

Boarding the train at Westport were: W.J. Fredenburgh, E.J. Adams, W.J. Webster, H. Lockwood, George Fredenburgh. After a short run of thirty minutes, Newboro was reached where almost the whole village was out to see L.S. Lewis, JU. N. Knowlton, W. Bass, James T. Gallagher, R. Blake, JH. H. Cole, T.W. Preston, J. Webster, and C. English, board the train. Only a short distance had been traversed when the train came to a halt in a snow bank, and all train hands, and some of the passengers had to go to work with shovels, and at frequent intervals for nearly two hours there was a tussle with the snow.

At 10:20 Philipville was passed and Delta reached at 11:10 where the passenger list was increased by T.K. Scovil, Portland; W. Richardson, Seeley's Bay; J.R. Dargavel, Elgin; and J.E. Brown, W.H. Denault, S.J. Seaman, D. Brown, And W. Robinson.

A Telegram was sent to Farmersville that the train was coming and would be carrying passengers, and at 12:15, it pulled into the station. Here, the Armstrong House bus and a team and a sleigh carried the passengers down to the hotel, followed by all the small boys of the community and watched by the rest of the population. After a hearty dinner was enjoyed as guests of the railway officials, the party returned to the train, accompanied by J.B. Saunders, W.G. Parish, Tom Berney, S.B. Williams, James Ross, J.C. Hannah, and Bethuel Loverin. From Farmersville to Lyn no drifts were encountered and the train arrived in Lyn at 2:20 where coal and water were taken on, and a quick trip over the GTR soon brought the train to Brockville.

Here a large crowd welcomed the passengers and carriages were waiting to take everyone to the Railway Company offices in the Comstock Block, where they were welcomed by Mr. Hervey who spoke on the building of the railway. He then invited all to be guests of the company at a sumptuous feast at the Revere Hotel. During the banquet, one of the party arose and said that they could not consider putting Mr. Hervey to the expense of returning them to Westport, and as many of the party desired to stay over Sunday in Brockville, they could do so, and the rest could arrange other transportation home. Several in the party were greatly upset, as they thought the train would be taking them home, but although Mr. Hervey offered to do so, his offer was refused by this party who said he had already been too kind. In fairness to Mr. Hervey, we will say that he provided carriages as far as Farmersville for all who cared to travel that far, and from this village, a livery bus was hired to return to their homes. But the rumor went abroad that Mr. Hervey had left the party to get home as best they could.

In speaking to the party from Farmersville, upon their return, they praised the officials most highly for their entertainment and excellent food provided. They spoke of the comfort of the coach, and their enjoyment of the trip.

07/03/1888 *Athens Reporter**Westport*

Delta - Trains Running without Telegraphing - No Collisions Yet

Delta, Monday, March 5. Hurrah for the railroad, passenger trains, express, cattle and hand cars; all running without any means of telegraphing and, strange to say, no collisions as yet.

08/03/1888 *Ottawa Free Press**Carleton Place**silk*

Two car loads of silk valued at \$300,000 passed through the city yesterday inbound via the Canadian Pacific Railway. It came direct from Yokohama, Japan and is consigned to a house in New York.

08/03/1888 Manitoba Weekly Free Press Pontiac Pacific Junction

The Grand Trunk, Pontiac & Pacific Junction & Gatineau Valley railways have combined to erect a half a million dollar bridge across the Ottawa river at Kettle island

08/03/1888 Brockville Recorder Westport

First Through Passenger Train

The first through train consisting of a locomotive and passenger car came in over the BW&SSM today (March 3) arriving at 1:40. The car was crowded with representations and leading citizens of Westport, Newboro, Phillippsville, Delta, Portland, Farmersville and other places.... The train left Westport early this morning but the road between Newboro and Farmersville was considerably blocked with snow and progress was slow. The run from Farmersville to Lyn, however, was made in good time, the 12 miles being covered in 39 minutes... On arrival, the party was driven to the offices of the company, Comstock Block and were afterwards entertained at dinner at the Revere House by Mr. Hervey, the contractor.

09/03/1888 Almonte Gazette Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway took up from Aylmer on Friday last sixteen carloads of supplies and provisions for the work of construction on their line near Pembroke.

09/03/1888 Renfrew Mercury Kingston (CP) Kingston

Last month there was turned out of the K. & P.R. car shops 22 box and 20 flat cars. The box cars are for the C.P.R. and the flats will be used by the K. & P.R.

09/03/1888 Renfrew Mercury Pontiac and Renfrew

A charter for a new railway has been applied for to run from the Bristol across by Portage du Fort to connect with the K. & P. Railway at Renfrew. The applicants are Rev. Father Brunet, Dr. Purvis and Messrs. P.R. Coyne, Wm. Beckett of Portage du Fort and Thomas Craig of Bristol. The application has been forwarded to Hon. Mr. Turcotte, Premier pro tem of this province. Shawville Equity.

10/03/1888 Ottawa Free Press Maniwaki

A party of surveyors are at work blazing the route of the Gatineau Valley railroad in the vicinity of Kazabazua and Bochette [sic] villages. The surveyors think the old route can be much improved upon and considerably shortened. Building operations are expected to be commenced as soon as the snow goes and the property in several villages through which the road will run has enhanced in value since the survey has been made. The Desert will be the terminus of the road for a while at least and Mr. C. Legue and John Grace who are large property owners in that village estimate their property at several thousand dollars more since they have learned the route this road will take.

13/03/1888 Athens Reporter Westport

Freight Operations start; Snow Stalls Freight Train At Farmersville

Six carloads of lumber came in over the B&W on Thursday last for Mr. W.G. Parish. Two or three cars of general freight passed on to points along the line.

A freight train passed up the railway line yesterday but owing to bad snow drifts, it did not get through, and is now laid up at Farmersville station, awaiting more favourable conditions.

Westport March 9 The long talked of and long desired event, the arrival of the first train at Westport, caused considerable excitement in the village on the evening of February 29th when the locomotive steamed up to the station for the first time. On Friday night it returned with a passenger car to carry the excursionists to Brockville the next day. Those who had the pleasure of enjoying the first ride, were well satisfied with the condition of the road.

Mr. Fredenberg received a car load of wheat on Wednesday for the roller mill.

Newboro Monday Mar 12 The glowing account given by some of the papers out at the end of the line, regarding the recent excursion over the B&W to Brockville, would have been just as well had it been put a little milder. None of the citizens from here were at the station to see the train off but those who were to be passengers. There was no cheering unless it was to encourage a talented young gent in his efforts to catch the train after it had left the station, and in which effort he was successful. Most of the people in this Borough have seen railroads before, and all have heard too much puffing and blowing by certain of the officials of this road to crazy over one little excursion.

13/03/1888 Brockville Recorder Westport

Problems With Payment of Municipal Bonuses (Get a new copy of this item From Brockville Recorder

The matter of the payment of the bonuses to the BW&SSM railway company by the townships through which the road passes appears at last to be satisfactorily settled. The townships of Crosby, Leeds and Lansdowne, and the rear of Yonge and Escott each handed over to the trustees debentures in the amount of two thirds of the bonuses granted. On behalf of the company it is guaranteed that all the indebtedness contracted since the 1st of September 1887 shall be paid at once.

The Rear of Yonge and Escott, and Bastard and Burgess deposited each a portion of their bonds in the Bank of Montreal which for the present they retain control of as a guarantee for the payment of claims due in these townships under the above arrangement, the bonds to be released to the company as soon as the claims are paid. The remaining portion of the debentures will be handed over by the municipalities as soon as the road is fully completed and trains running. This settlement will aid in bringing about the early running of regular trains and be of advantage to all parties concerned. The Recorder

13/03/1888 Athens Reporter Westport

First Passenger Train Steams Into Westport February 29

On February 29th the first passenger train on the new B&W Railroad steamed into Westport. The next day it returned to Brockville carrying 15 passengers who said the ride was very enjoyable and the roadbed in good condition. A train will go from Brockville to Westport one day and back the next for a while yet and perhaps later the same train will return at night.

There was no great jubilation at Newboro when the first train came in. People at Newboro have seen trains before and they have heard so much blowing and puffing by certain of the officials they have already become tired of it.

13/03/1888 Ottawa Journal Carleton Place Union Depot chaudiere

The Canadian Pacific Railway Company have a number of workmen rebuilding a portion of the brick wall of the old locomotive sheds which were knocked down last week by a heavy freight locomotive backing against it.

13/03/1888 Ottawa Journal Canada Atlantic Elgin Street

The Canada Atlantic Railway Company have some twenty men building sheds at their Elgin street depot for the accommodation of the new cars lately purchased by the company.

First Load of Lumber for Delta

The first car load of lumber for Delta over the BW&SSM was shipped today by Peter McLaren consisting of material for a large frame home consigned to James Barlow, Delta.

The C.C. says that the change in the railway arrangements brought ten gangs to Carleton Place, all it is now stated from Ottawa. There are fifteen drivers, five being what are called spares. Accompanying them are the cleaners and the numerous other dependents who flow with the tide. The Record says Since Smiths Falls was made the divisional point from Chalk River, six more crews have been added to the number having headquarters here. It is reported that the station and all other buildings requiring light at Smiths Falls will be lighted by the incandescent system.

Two carloads of silk valued at \$360,000 passed through here the other day inbound via the Canadian Pacific Railway. It came direct from Yokohama, Japan, and was consigned to a house in New York.

The Canadian Pacific Railway Company has moved some fifty of their employees who have up to the present time been working at the round house and car sheds here to Carleton Place. The men along with their families left the city yesterday for Carleton Place where they will remain for good.

The Pontiac and Pacific Junction Railway Company have a number of (men) constructing car sheds near their station house at Aylmer. The sheds will be capable of accommodating twenty passenger cars.

Bill to Amend By-Law; Payment of Municipal Bonuses; Payment of Creditors

The bill introduced in the Local Legislature, in the interests of Mr. Hervey, amending the charter of the BW&SS Railway, was withdrawn, excepting the clause giving the company power to construct a branch line to Lyndhurst, Morton and Jones Falls. But since the negotiations regarding the handing over of a portion of the municipal bonuses to pay off the debts contracted since September last, another clause has been added to the bill, providing that the councils of those municipalities, which have granted bonuses to the road, may, if they so wish, authorize the trustees appointed to have charge of the bonds, to turn over a portion of them to the railway company, before the road is fully finished and equipped, as required by the bonus by-laws, which provide that no portion of the bonus shall be payable until the road is completed and put in running order from Brockville to Westport.

The company had become financially embarrassed, and the only hope of a large portion of the indebtedness being paid was in the municipalities coming to the help of the company and granting them the right to dispose of a portion of the bonuses. We understand that the money received on these bonuses can only be paid over on the condition that the debts contracted subsequent to the 1st of September last are paid in full, the balance, if any, to go to the contractor, Mr. Hervey. In connection with this arrangement an agreement was entered into whereby a committee was appointed who have power to hand over the money granted, only when they are satisfied that those debts have been cancelled. The worst feature of the whole case is the failure of the company or the custodians of the bonuses to make any provision for the payment of the old debts incurred by contractors prior to the first of September last. Hundreds of hard working mechanics, tradesmen and laborers have been kept out of their honest dues for months and under the present arrangement the prospect of their ever getting anything is very small indeed.

Workers Still Unpaid from Fall of 1887

Elbe Mills, Monday, March 19: No trains have been through since last week's blizzard.

Glen Buell, Monday March 19: Several of our young men who worked last fall on the B&W were in Brockville last week hoping to receive a settlement. They were informed that this municipality did not make a grant to the road and that the company could not therefore pay them until money came from new York.

Delta March 19 It is stated that regular passenger trains on the Brockville and Westport railway will commence running on Monday 26 instant.

A NEW RAILWAY PROJECT.

A bill has been introduced to provide for the construction and operation of a railway from point on the Canadian Pacific railway between Braeside and Arnprior, to a point on the Pontiac and Pacific Junction railway, between the Quoyoti village, or a point adjacent thereto, and Smith's station, and thence to a point at or near the Desert village, with the right to construct a bridge or ply a ferry boat across the Ottawa river. The company is to be known as the Pontiao & Renfrew Railway company, and the applicants for incorporation are Messrs. H. Robinson, Chas. Magee and R. Blackburn, of Ottawa ; John Bryson, M.P., W. J. Poupore, M.P.P., C. C. Symons, of Bristol, and R. Dalmage, of Arnprior.

The street railway company withdrew the sleighs from the roads yesterday and put their busses on the line. The bob sleighs were getting too heavy for the horses.

The Canadian Pacific Railway Company has moved some fifty of their employees whi have up to the present time been working in the roundhouse and car sheds at Ottawa to Carleton Place.

The bridge across the Coulonge river west of Coulonge is now completed and the Dominion Bridge company's employees have now returned to Lachine. The road has been cleared to the end of the iron and a special with the directors passed up on Monday last for the final inspection to Black River. Advance.

Money Still Not Paid

Phillipsville Monday March 26 When may we expect the railroad money? is the first question that is asked, just now.

Farmersville - The officials of the B&W RR were at their office here on Saturday last paying off a large portion of the indebtedness incurred since September. We learn that the construction men will be put at the work of getting out fence posts at once, so that the line can be fenced as soon as the frost is out of the ground. A few days more of warm weather will thaw the ice from around the ties so as to allow the gravel trains to commence work. A large number of gravel cars are lying at the station ready to be used for ballasting.

The Canadian Pacific Railway Company have a large gang of men engaged at Carleton Place making extensive repairs to the station house there.

30/03/1888 *Almonte Gazette* *Chalk River* *Almonte*

A colonist train composed of three cars of effects and four of passengers passed through on Wednesday morning for the west.

30/03/1888 *Almonte Gazette* *Chalk River* *Carleton Place*

With characteristic enterprise, M. W. McIlquham, proprietor of the Mississippi Hotel, Carleton Place, has purchased a handsome new omnibus, built by Stanley, of Perth, which meets all trains at the C.P.R. Junction, under charge of Mr. William Whalen, who has held the same position for the past twenty-five years, and is well known to all the commercial travelers from the Maritime Provinces to the sunny slopes of British Columbia. "Watty" seems to understand his business well.

30/03/1888 *Renfrew Mercury* *Kingston (CP)*

Deputations from various points are going or have been to Ottawa to ask the Government for a grant of \$100,000 towards the proposed railway from Flower station, K. & P.R. to Carleton Place, via Lanark and to confer with capitalists regarding the proposed scheme.

02/04/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The old hay shed in the St. Lawrence & Ottawa Railway yard, near Sussex street, is again being made the rendezvous for disreputable characters at night. Unless looked after by the police, it will soon be torn down entirely.

04/04/1888 *Ottawa Journal* *Montreal and Ottawa*

While the Lower Town people are figuring on getting a bridge across the Ottawa at Rockcliffe which they naturally conclude would, commercially speaking, give a great impetus to that part of the city, a surprise is in store for them, which, as a means of bringing in trade will throw the bridge scheme far back.

The surprise is that it has been decided that the Prescott and Vaudreuil Railway from Vaudreuil to Ottawa is to commence almost at once. The road is to traverse the counties of Prescott and Russell.

The route of the road has been laid out and by this survey it will make the distance between Ottawa and Montreal at least sixteen miles shorter than by any of the present routes.

A company has been formed for the prosecution of the work and a charter granted. The Dominion Government has subsidized the road from Vaudreuil to Hawkesbury, a distance of 30 miles, with \$3,200 a mile. The Quebec Government give the road for thirty miles for 10,000 acres per mile, and the Ontario Government are also expected to come down handsomely. It is expected that the counties interested, Prescott and Russell, will project their assistance in the form of a bonus.

The road will connect with the Grand Trunk at Vaudreuil and will tap Hawkesbury, Vankleek Hill and several other large centres of population. Where in Lower Town the road will come in has not yet been determined, but it is not unlikely to run into the city near the St. Lawrence and Ottawa station.

It is understood that the right of way for the new road has been secured and that building will begin from Vaudreuil as soon as the weather permits. The country to be traversed is described as very easy for construction, very little bridging required. There is no question that should this road be pushed through it will give the lower portion of the city an impetus of a big size, bringing, as it would, trade from two large counties as well as Montreal and other points.

05/04/1888 *Ottawa Citizen* *Pontiac and Renfrew*

Yesterday Mr. Bryson's bill to incorporate the Pontiac and Renfrew Railway Company was reported by the Committee on Railways and Canals. It provides for the construction and operation of a railway of the gauge of four feet eight and one-half inches, from a point on the Canadian Pacific Railway, between Braeside and Arnprior, to a point on the Pontiac Pacific Junction Railway, between Quyon village or a point adjacent thereto and Smith's Station, and thence to a point at or near the Desert Village. Also, for the construction of a bridge over the Ottawa River on the line of railway, with one or more tracks, with the necessary approaches, etc. The capital stock is placed at \$250,000, and bonds may be issued to the extent of \$13,000 per mile of railway built, and \$200,000 on the bridge.

Mr. Bryson explained that the length of line to be built between the Canadian Pacific and Pontiac Pacific Junction Railway was about 3½ miles, and that the bridge would cost about \$300,000.

05/04/1888 *Ottawa Citizen* *Montreal and Ottawa* *Vaudreuil*

The Prescott, Ottawa and Vaudreuil Railway intend commencing work at Vaudreuil as soon as the snow has disappeared.

05/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

A gentleman related to us the other day that after dark sets in there is not enough light on the passenger train of the P. & P. J. to read a newspaper, and on inquiry he learned that the management would not allow the lights to be turned up higher as it was too expensive buying coal oil and if the lights were turned beyond a certain mark the lamps would smoke for which the man having the superintendence of this particular part of the train's paraphernalia, was subject to a fine. The economy practised by the officials - the high up fellows we mean - is reduced to a science.

05/04/1888 *Toronto Daily Mail* *Kingston (CP)*

Kingston Board of Trade April 4

The City's Railway Policy

The board also discussed the policy by which it is expected if railways can be centered here that the city will boom. Mr. Rathbun, who wants an entrance to the city for the Napanee and Tamworth railway, has asked what the city will give. He has abandoned the scheme of an independent line from Yarker to Harrowsmith and secure running powers over the Kingston and Pembroke railway. The members of the board considered that a sum ranging from \$50,000 to \$100,000 would be all the rate-payers would give, and a line from Tamworth to Tweed would also have to be built if such a grant was made. The city also wants to aid the Smiths Falls and Kingston railway and several minor connections to important points.

06/04/1888 *Ottawa Journal* *Montreal and Ottawa*

Report of the election of directors of the Vaudreuil and Prescott Railway. Messrs. Beemer and Montgenais likely to get the contract for the first thirty miles. --

07/04/1888 *Ottawa Journal* *Tramway* *E.B. Eddy*

Mr. Geo. H. Millan, mechanical manager of the E.B. Eddy Manufacturing Co. has gone to New York for the purpose of making inquiries and obtaining information respecting a number of small yard locomotives which will be used in the extensive lumber yards of the firm at Hull for hauling lumber. The firm have come to the conclusion that much more and better work can be done with locomotives than with the horses used at present. The introduction of the locomotives will, however, necessitate the laying of new rails in all parts of the yard, which work will take a considerable part of the summer to complete.

10/04/1888 *Ottawa Citizen* *Pontiac Pacific Junction* *Ottawa River*

Chief Engineer Dale Harris of the Pontiac Pacific Junction Railway has gone up the line to finally locate the work from the Ontario approach of the bridge across the Ottawa River at the Allumette Island to Pembroke, a distance of about three miles. The bridge will cost over \$200,000 and will take over a year to construct.

12/04/1888 *Ottawa Free Press* *Ottawa City Passenger*

A gang of men are at work clearing the street car track of ice and other debris, the company being anxious to get the regular cars running as early as possible.

12/04/1888 Ottawa Journal Ottawa City Passenger

The street car railway men were busy on Sparks, Sussex and Wellington streets yesterday in picking away the ice in order to let the busses travel on the rails instead of over the hills and through the hollows which abound between the Suspension bridge and New Edinburgh.

12/04/1888 Ottawa Journal Canada Atlantic locomotive

Mr. Ogilvie, mechanical engineer of the Canada Atlantic Railway, has just completed preparing for use the new locomotive purchased by the company in Philadelphia. The locomotive is one of the finest in Canada.

12/04/1888 Ottawa Journal Prescott

A consignment of forty carloads of tea passed through the city yesterday on the C.P.R. en route for Montreal. The consignment is for local dealers there.

13/04/1888 Almonte Gazette Pontiac Pacific Junction

An Economical Railway.

A gentleman who was a passenger on the Pontiac and Pacific Junction Railway a few days ago says that after dark sets in there is not light enough on the train to read a newspaper, and on inquiry he learned that the management would not allow the lights to be turned up higher, as it was too expensive buying coal oil, and if the lights were turned beyond a certain mark the lamps would smoke, for which the men having the superintendence of this particular part of the train's paraphernalia was subject to a fine.

13/04/1888 Almonte Gazette Tramway E.B. Eddy

The new locomotives which the E.B. Eddy Manufacturing Company intend using in their lumber yards this summer have arrived. They are of the dummy build with thirty-two-inch driving wheels, and cost \$4,000 each.

14/04/1888 Ottawa Journal Canada Atlantic Ottawa East

The residents of Archville complain that every Sunday, for some time back, the sanctity of this day has been broken by the unnecessary and obtrusive whistling and puffing of a shunting engine in the C.A.R. yards south of the bridge. The nuisance, they say, is especially despicable while they are at church.

17/04/1888 Ottawa Journal Canada Atlantic locomotive

The Canada Atlantic Railway Company have just had placed in their train service between Ottawa and Montreal the locomotive purchased a couple of weeks ago at Philadelphia.

17/04/1888 Athens Reporter Westport

Mr. Smellie, Chief Engineer In SS Marie Making Preliminary Arrangements to Purchase Land - Credibility of B&W Has Completely Vanished - One Lifting Gang at Work Fixing Error of Last Winter

Sault Ste Marie April 12: Mr. Smellie, the Chief Engineer of the BW&SSM Railway has been in town making preliminary arrangements for the purchase of the right of way and grounds for station, workshops and yards for this line. This company will build an independent line from Brockville to this place passing through the town through the fourth concession of park lots in close proximity to the Wawanash Home. The passenger station, it is expected, will be between Pim and Wilson streets or at the intersection of the railway line with one of them. Work is rapidly progressing on the eastern portion of this road at the present time and construction will commence at this point at an early date.

The above press despatch illustrates the truth of the old adage that one must go from home for news. We have no difficulty in believing that the Company's engineer was at the Soo purchasing station grounds, right of way, etc, for events have proved that the B&W is ready to buy anything that can be negotiated and to undertake any work which can be done on the long credit plan. But when pay day comes, the company fails to redeem its pledges. Happily, the credit of the B&W has reached, in the estimation of the people here, that point where confidence has entirely vanished. We say happily, because the credit of the company gone, people will cease to be victimized by its unfulfilled promises and dishonored engagements. The statement that work is progressing rapidly on the eastern end will be read with astonishment by those who know the facts. We believe we are within the mark when we say that the total force now at work is comprised in one lifting gang of not more than twelve men, all told. These could not even counterbalance the destructive work of the elements, even if their efforts could be directed to that end. The work they are actually engaged in however, is that of rectifying the errors in the construction work performed last winter, for instance, tearing up rails and cutting off portions from them to allow for expansion, a property of iron which seems to have been totally lost sight of last winter by those who superintended the work. Instead of rapid progress in the work of lifting and ballasting, the very reverse of this is the case, and if more energy is not put forth, the track, never in proper shape will rapidly deteriorate until it becomes utterly unfit to bear the passage of even a hand car over it.

The finances of the company, so far as we are able to judge from the facts at hand, are in an equally unsatisfactory condition. The sums which have been paid out for work and supplies in accordance with arrangement agreed to by the company and the municipalities granting the bonuses have been comparatively small, and we hear complaints on all sides of hardship occasioned by the company's failure to pay. It is reported and we believe correctly that the company received over forty thousand dollars of bonus money, instead of the smaller installments which, it was generally understood, were to be handed over under proper safeguards to ensure the money reaching the creditors. Where the money has gone to, Contractor Hervey could tell, if he would. Why it was that the people's representatives in the township councils so bungled as to permit the company to grab such large amounts, without precaution on the part of the municipalities to see that the money was applied to its legitimate use is a question which the ratepayers immediately interested would like see answered.

17/04/1888 Athens Reporter Westport

(80 years ago) Second Train of the Season Leaves Brockville

The second Sunday train of the season left here early Sunday morning (from Farmersville) and in the absence of Supt. Mooney, the despatching orders were given by Assistant Supt. Fowler. The train consisted of engine and tender and baggage and passenger car. The orders were to make the round trip in one hour and twenty-nine minutes. The train got off to a good start and arrived in Delta in twenty-one minutes. Here a short halt was made for refreshment. Beyond this point no time was kept, but when the train did not arrive back in Farmersville at the appointed time, the assistant superintendent concluded that something must be wrong. The telegraph lines were down and there was no way to find out what the matter was. Patiently he waited. One, two, three - five long hours sped by, and no train. Finally, he hired a livery horse and started up the line at a fast rate of speed. At Delta the train was observed standing on the track, but all passengers had flown. Inquiry revealed all were at the hotel enjoying refreshment and playing cards. The assistant supt. concluded that as the excursionists were so anxious to remain in Delta, they could stay there and, arranging for a boy to drive his livery rig back, he brought the train to Farmersville. The party of happy excursionists started for home by the tie sidewalk, and reached here just as the shades of evening fell.

17/04/1888 Athens Reporter Westport

Goods Received at Westport

Westport Saturday April 14 - Hurrah for the railroad! Our merchants have been receiving goods per wagon from Brockville marked "Via BWRR to Westport.

17/04/1888 Ottawa Free Press Ottawa City Passenger

The street railway company have for some days been picking away the ice about the rails of their tracks with, in some cases, anything but pleasant results. The debris thrown on each side of the roadways is an inconvenience to those wishing to get from vehicles to stores and the ruts made in the roads are a nuisance to parties driving.

18/04/1888 Ottawa Free Press Tramway E.B. Eddy

Mr. E.B. Eddy has a force of men at work today laying a double track through his lumber yards. The city council has given him permission to lay a track across Albert street leading to the Hull ferry providing that he keeps a man there to prevent any danger of accidents to the public.

18/04/1888 Ottawa Journal Buckingham

The C.P.R. have had the branch line cleared to the village and on Monday we may expect to have the train running again.

18/04/1888 Ottawa Free Press Ottawa City Passenger

The City passenger Railway company got its cars out yesterday and put away its busses. The hauling on the horses seemed heavier than when the busses were being used. The cuts in the street where the rails lie are very bad.

19/04/1888 Ottawa Journal Canada Atlantic

The Canada Atlantic Railway Company have just made another addition to their rolling stock. A train of twenty-five empty freight cars arrived in the city yesterday from Pullman. They will be used this summer in carrying lumber.

20/04/1888 Renfrew Mercury North Lanark

North Lanark Railway. A despatch from Kingston says - Mr. Nash, engineer of the Kingston & Pembroke Railway, went over the proposed line from Sharbot Lake to Appleton. He estimates the distance, allowing for deviations, at about forty-two miles. The country is favorable for the railway, and the road might be easily built at a minimum cost.

20/04/1888 Renfrew Mercury Tramway E.B. Eddy

The new locomotives which the E.B. Eddy Manufacturing Company intend using in their lumber yards this summer have arrived. They are of the dummy build with four thirty-two inch driving wheels and cost \$4,000 each.

20/04/1888 Ottawa Citizen Ottawa, Waddington & New York

The next order was Dr. Hickey's bill to incorporate the Ottawa, Morrisborg and New York Railway and Bridge Company. Dr.Hickey said the bill was similar to the one governing the old charter of the Ottawa, Waddington and New York Railway, and the line would traverse the same ground. The charter of that company lapsed about a year ago, owing to internal dissensions, it being found impossible to perform the necessary amount of work to prove the bona fides of the promoters. Mr. T. B. MacTavish, on behalf of the "soreheads" of the old board, and Mr. Odell, a director, endeavoured to establish that the charter had not lapsed, but they were cut off abruptly in the presentation of their case. The bill was ordered to be reported without amendment..

23/04/1888 Ottawa Journal Canada Atlantic Elgin Street

The Canada Atlantic Railway Company are about to have conspicuous red lights placed on Elgin street where their line crossed that street as an additional preventative of accidents.

23/04/1888 Ottawa Journal Ottawa, Waddington & New York

Long letter from Thos. Keefer Page 2 columns 3 and 4

24/04/1888 Athens Reporter Westport

Delta - Brockville, Westport & Seldom See Money

Mon. Apr 23: It has been suggested here that you add one other appropriate appellation to our little railway and that is the Brockville, Westport and Seldom See Money Railway.

A SHARP GAME.

THE CANADA ATLANTIC VS. COAL CARTAGE CO.

Mr. Percy E. Todd Ventilates his Suspicions About last Year's Coal shed [?] Tells How he Proposes to Get Even this Year.

The cute job which the Ottawa Coal Combine put up last year on the Canada Atlantic Railway Company and their co-operating friends the Rathbun Forwarding Company, of Deseronto, was explained to the Parliamentary Combines Committee to-day by Mr. Percy R. Todd, the general freight and passenger agent of the Canada Atlantic

It appears that ever since the road commenced operations, it has been endeavoring to secure a share of the coal freight coming into Ottawa, but without avail. Last summer they tried another tack. They told the dealers that having failed to get a share of the freight they had made an arrangement with the Rathbun Forwarding company, of Deseronto, to send an agent here to sell coal, to be brought in over the Canada Atlantic This agent was Mr. J. C. Carter.

The prospect of competition brought the dealers to time. At a meeting at which several were present, including Messrs. Butterworth and Ray, it was agreed that if Mr. Carter did not sell coal retail, the Ottawa dealers would purchase from him seven thousand tons of coal to come in over the Canada Atlantic, and a contract to that effect was entered into. The amount of coal was fixed on the basis of that sent into Ottawa the previous season by the Delaware and Hudson railway, whose coal the Canada Atlantic was in the best position to handle.

MYSTERIOUS DIFFICULTIES

After this contract had been made Mr. Carter went to the agents of the Delaware & Hudson to get quotations, but they appear to have made game of him, passing him on from one to the other without giving a y [sic] definite answer, and finally sending him home without the quotations. Then he asked Mr. Todd to go over the ground with him, and they went to Utica together. They saw the district agent, Mr. Eddy, who told them that there was very serious obstacle in the way of sending coal over the Canada Atlantic, this being an old contract whereby the Delaware & Hudson were to give to the Utica & Black River road all traffic to oompetitire points. That was said to be the only reason against the C.A.R.

Mr. Todd doubted that this was really the only reason. He suspected that the Ottawa coal men had forestalled the visit of Mr. Carter by communicating with the Delaware & Hudson, their communication having the effect of causing the refusal to give Mr. Carter quotations. Mr. Todd was confirmed in his suspicions by the fact that immediately after telling him about this contract Mr. Eddy had expressed his willingness to make a compromise by sending 5,000 tons over the Canada Atlantic. Then Mr. Todd suggested that all the coal sent to Ottawa in excess of the quantity of the previous years shipments should go over the Canada Atlantic. This was agreed to, and Mr. Eddy was just about to sign an agreement to this effect, when he made up his mind that the matter was too serious to be settled by the district agent, and he asked Mr. Todd and Mr. Carter to go to New York with him, to see the general traffic manager. They went to New York, and after the Delaware & Hudson officers had conferred together they declared flat-footed that they would not send any by the Canada Atlantic.

Mr. Todd came home and gave the Ottawa coal men a bit of his mind.

COST TO THE RATHBUNS AND THE C.A. R.

Then the Canada Atlantic Company and the Rathbuns looked about to get coal elsewhere, and made an agreement with the Pennsylvania Coal Co. for a quantity to be delivered by water at Rouses Point. On account the scarcity of coal the amount of the contract with the Ottawa dealers had in the meantime been reduced from 7,000 to 5,000 tons. Of this 5,000 3,500 only was delivered to the C. A. R at Rouse's Point before the close of navigation in Lake Champlain. Of the remainder a thousand tons was carried all the way round by Ogdensburg and Lake Champlain railway to Rouse's Point, and thence by the Canada Atlantic railway into Ottawa. There had in the beginning been only 50c a ton margin between the price the Rathbuns paid for the coal at Ogdensburg and the price at which they had contracted to sell it to the Coal Cartage Company at Ottawa, it cost sixty cents a ton to take it from Ogdensburg round to Rouse's Point, making a loss of ten cents on each ton. Even this loss was only stopped at by the Canada Atlantic assisting the Rathbuns by drawing the coal from Rouses Point to Ottawa free.

The remaining five hundred tons was furnished by the Canadian Pacific Railway from a surplus that road had on hand at Brockville.

A QUESTION OF QUALITY.

The coal cartage company had made great objection to the quality of the coal, dwelling particulatiy on the point that it was not all rail, though as a mattar of fact only forty or fifty per cent of the coal sold by them as all rail really was entitled to this description. For instance, of the 20,000 tons brought in from Prescott over the C.P.R only 8,000 tons came all rail from the mines, the balance having come by water to Prescott. But a it was screened when unloaded from the boats, it became, if anything, better than all rail, and this was exactly the position of the coal brought in by the Canada Atlantic, which was screened st Rouse's Point before being put upon the cars there. Mr. Todd had heard that the local dealers are now engaged in crying down the Canada Atlantic coal because it is not all rail, but they knew that it was in the same position as the most of the coal they are selling under that name.

THE CANADA ATLANTIC PROGRAMME,

The Canada Atlantic Railway company do not propose to be caught in any trap this year. They have arranged for grounds from which to handle coal sold by retail, and have arranged with the Rathbun company to open an office here, besides expecting to see at least one other independent dealer bringing coal over their line. They had told the Rathbuns that the railway oompany would stand in with them and protect them against loss by reason of any sction the combine may take, and if necessary will haul the coal tree.

If the Rathbuns' agents find when they try to make sale that their coal is being decried by the local dealers as worth less per ton than that brought in otherwise, they are authorised to make reductions corresponding to the extent of the alleged inferiority. For instance if Mr. Butterworth say his coal is worth fifty cents a ton more than the Canada Atlantic coal, the price of the latter will be made just fifty cents a ton less than Mr. Butterworth's The Canada Atlantic Company wish it distinctly understood that they do not propose to run an opposition combine. They will charge the same freight rate to all parties using their line, and their agreement with the Pensylvania Coal company is that coal is to be sold to all shippers over the Canada Atlantic at circular rates, allowing the railway 68c a ton for freight. The sole obiect of the Canada Atlantic is to secure a fair share of the coal freight coming into Ottawa.

26/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

The Pontiac train suffered an accident last Friday. The driving shaft broke when near Coulonge. The engineer, however, succeeded in getting the train into the station.

On Friday night as the passenger train entered the yard at Coulonge one of the valves on the locomotive broke rendering it incapable of proceeding further. The passengers had to walk the short distance to the station. The services of another engine were secured to take the train down the next morning. The disabled engine was repaired and followed the morning train down a few hours afterwards.

Campbell's Bay. It is said that the P. & P. J. will soon begin to draw ballast from the gravel pit at this place.

26/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Aylmer*

Aylmer. The Times says:- Down by our depot there is a considerable bustle and noise of late. Anyone standing there on Monday morning as the overcrowded Pontiac train came in, and two acres of cars from Ottawa rolled into the station would not say that Aylmer was going behind. Fifteen years ago the one who would tell us that such a sight could ever be seen at our Union Depot would be taken for a fool. And yet there it is today, in all its iron reality and strength of steam. Aylmer is keeping pace with the time and is yet destined to be the Bath or the Rockaway of the Canadian Capital.

26/04/1888 *Manitoba Weekly Free Pres* *Ottawa, Waddington & New York*

The Ottawa, Waddington & New York Railway was promoted by Dr. Hickey, M.P. He received a subsidy of \$3,200 per mile, and offered to sell out to American capitalists for \$15,000 cash and \$500,000 in paid up stock.

26/04/1888 *Ottawa Journal* *Tramway* *E.B. Eddy*

The E.B. Eddy Manufacturing Co. have completed the usual repairs to their mill buildings, machinery --- and in addition are just completing the construction of a new trainway system in which locomotives are used to convey the lumber from the platforms to the piling grounds.

27/04/1888 *Ottawa Free Press* *Sussex Street* *Dalhousie street*

The crossing at the railway track on Dalhousie street is in a very bad condition. It is worse than going over a corduroy road to cross it in a vehicle. The spaces between the rails should be filled in with planks. The cost to the company would be a trifle and the convenience to the public considerable.

29/04/1888 *Ottawa Citizen* *Canada Atlantic*

The rapidly increasing traffic over the Canada Atlantic Railway Company's line has made it necessary for the company to purchase considerable new rolling stock recently. The last addition is in the shape of twenty-five freight cars from Pullman which will be used for carrying lumber.

01/05/1888 *Athens Reporter* *Westport*

Unpaid Workers - Cars and Broken Engine On Line

Sat. 28 Apr: Your graphic description of the progress of the BW&SSRR and the manner in which the business has been conducted is true as parties here waiting for their pay can testify. The only signs of a railroad to be seen here are the number of cars and a rusty broken-down engine standing on the line. Perhaps they are waiting for the cold weather of next winter to contract the rails so they will not require cutting, as there is not a man at work on this end by the line that I know of.....A number of laborers, who have been waiting for B&W pay and expecting to get work in the GTR ballast pit have been sadly disappointed as the pit is being worked by a large gang of Italians. This is much to be regretted as it will be a great loss to the merchants and others indirectly.

We sometimes hear of persons kicking themselves. Perhaps the reeves who allowed Mr. Hervey to comb the wool over their eyes, can kick each other. It seems strange that in a country where the laws are supposed to protect the working man, there should be no way in which a contractor or builder of a railroad can be got at summarily when they fail to meet their payment of wages.

01/05/1888 *Athens Reporter* *Westport*

As so many men working on the B&W railroad have not been paid in some time, the railroad is now going by a nickname, the Seldom See Money Road.

The Recorder announced that ballasting would be commenced on the B&W yesterday, but there are as yet no signs of activity on the line.

01/05/1888 *Canada Lumberman* *Tramway* *E.B. Eddy*

We learn from the Ottawa Journal that Mr. Geo H. Millan, mechanical manager of the E.B. Eddy Co., has gone to New York for the purpose of making inquiries and obtaining information respecting a number of small yard locomotives which will be used in the extensive lumber yards of the firm at Hull for hauling lumber. The firm have come to the conclusion that much more and better work can be done with locomotives than with the horses used at present. The introduction of locomotives will, however, necessitate the laying of new rails in all parts of the yard which will take a considerable part of the summer to complete.

02/05/1888 *Ottawa Citizen* *Tramway* *E.B. Eddy*

The E.B. Eddy Manufacturing Company have completed the grading and laying of their new track and the locomotives have begun their work. They are found to work admirably and are far handier than horses.

Ottawa Journal - the E.B. Eddy Manufacturing Company have completed the work of grading their new tramway track through their lumber yards and the locomotives began work yesterday, hauling lumber from the mills. The new idea of using locomotives instead of horses is found to work admirably.

02/05/1888 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railway Company have taken a new departure and one which will greatly aid the lumber interests of the city. They have completed arrangements by which they can take lumber shipped from Ottawa to New York by rail to Rouse's Point and thence by barge to Albany and New York.

Shorter route than water to Sorel and Richelieu River to Lake Champlain.

The Canada Atlantic have since their inception been the great lumber carrying line from Ottawa, but until the present have not been able to quote rates as low as the carriers by the Ottawa river. These new rates are actually lower than the all-water route, and in addition the lumber is carried to its destination much quicker than it would have been by barges.

The company expect to do a rushing business this summer.

The new arrangements will not affect local forwarders, as most of them have contracts with the lumbermen spreading over a large number of years, but it will affect the owners of American bottoms, which are supposed to carry most of the transitory trade.

03/05/1888 *Ottawa Free Press* *Carleton Place* *Britannia*

There are some 500 people already out at Britannia for the summer. They are applying to the C.P.R. railway to grant them a local train and also to put up some sort of a shelter at the station.

03/05/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

Several washouts are reported on the P. & P. J. Railway above the Coulonge village. There is one opposite Creighton's Lake said to be about 60 feet wide.

03/05/1888 *Ottawa Free Press* *Ottawa City Passenger*

About four o'clock yesterday evening the horses attached to No. 10 street car took fright at the tongue of the car failing near New Edinburgh and made several desperate attempts to get away. The driver and conductor held them but the tongue of the car was broken and one of the horses was slightly damaged.

03/05/1888 *Ottawa Free Press* *Ottawa City Passenger*

The street railway company has put a conductor on each car since the death of the unfortunate newsboy who was killed by a street car a few days ago.

03/05/1888 *Ottawa Journal* *Canada Atlantic* *Bearbrook*

The Canada Atlantic Railway have a gang of men engaged reballasting their tracks down about Bearbrook where a portion of the track was washed out by spring rains.

03/05/1888 *Ottawa Journal* *Carleton Place*

The Canadian Pacific Railway have a large gang of men working between Ottawa and Carleton Place reballasting their track which in places has been washed out by spring rains.

03/05/1888 *Ottawa Journal* *Buckingham* *Buckingham*

The new Canada Phosphate Company of Buckingham made their first shipment of phosphate this season on Monday last, when 100 tons were shipped to Boston markets.

Thrown Out by the Railway Committee

Ottawa. May 4 - The bill of Dr. Hickey M.P. for the construction of the Ottawa, Morrisburg and New York Railway was thrown out to-day by the Railway Committee of the Senate by a vote of 16 to 4 There was a big discussion. Dr. Hickey M.P. supported the measure which was opposed by Mr. F. Keefer for the Ottawa and Waddington read The reason given for this action is that the old charter has not yet expired.

Also in the Brantford Daily Expositor 5 May 1888

04/05/1888 *Renfrew Mercury**Belleville**Perth*

The Courier says the men in the Perth carshops will be asked to work four days in the week overtime during the summer in order to increase the output of cars from six to eight per day.

04/05/1888 *Almonte Gazette**Winchester**Smiths Falls*

NEW FREIGHT SHED. - workmen are busy at work on the new C.P.R. freight shed. When completed it will be 30 x 150 feet.

04/05/1888 *Renfrew Mercury**Pontiac Pacific Junction*

The Aylmer Times says that Chief Engineer Dale Harris of the Pontiac Pacific Junction Railway has gone up the line to finally locate the work from the Ontario approach to the bridge across the Ottawa river at Allumette Island to Pembroke, a distance of about three miles. The bridge will cost over \$2,000,000 and it will probably take a year to construct it.

04/05/1888 *Ottawa Journal**Canada Atlantic**McAuley's siding*

South Indian May 1 - A painful and probably fatal accident occurred yesterday morning at McAuley's siding, two miles below here, which may result in the death of Mr. A Paquette an esteemed resident of this place. It appears the workmen belonging to Mr. McTavish's saw mill were placing cars for loading and Mr. Paquette, in attempting to cross the track, was crushed into a space of not more than six inches, between two loaded cars, the cars bounded back from the force of the concussion and poor Paquette fell unconscious. ---

05/05/1888 *Kingston Whig Standard* *Ottawa, Waddington & New York*

Dr. Hickey, member for Dundas, suffered a severe defeat in the Senate Railway Committee to-day by the rejection by 18 to 3 of his bill renewing an expired charter to build a railway from Ottawa to Morrisburg, on the ground that it was an invasion of the rights of the Ottawa, Waddington and New York Railway Company, which obtained a charter for the same route after Hickey's expired. There has long been a bitter fight between the two companies, and Captain Farlinger of Morrisburg has won..

05/05/1888 *Ottawa Citizen**Canada Atlantic**St. Justine*

New station on the C.A.R.

The St. Justine station, located between Glen Robertson and St. Polycarpe Junction on the Canada Atlantic Railway, is now completed and ready for business. Mr. A.I. Page has been appointed agent at the above named station.

Journal - Mr. A.L. Lepage of this city has been appointed station agent for the Canada Atlantic Railway at their new station, St. Justine, situated between Glen Robertson and St. Polycarpe Junction.

05/05/1888 *Montreal Gazette**Ottawa, Waddington & New York*

A RAILWAY BILL REJECTED

Great surprise was manifested to-day when it became known that the Senate Railway committee had thrown out Dr. Hickey's bill to incorporate the Ottawa, Morrisburg & Ogdensburg railway by a large majority. This bill had already passed through the Commons Railway committee and through the house. Mr. Frank Keefer directed the opposition to the bill on behalf of the old Ottawa, Waddington & New York railway, and charged Dr. Hickey with having allotted the stock of the company to himself and friends. This charge had already been made in the Commons Railway committee and replied to by Dr. Hickey, the result being that the bill was passed, so Dr. Hickey did not refer to it to-day, but he stated that the old charter, which was granted in April, 1884, had lapsed, and although the opponents of this bill now claimed that money had been spent on the road the charter was now really defunct, because the General Railway act provided that one-tenth of the capital stock must be subscribed within three years after the charter is granted. The bill was, however, thrown out by the committee.

05/05/1888 *Ottawa Journal**Ottawa, Waddington & New York*

Dr. Hickey met with a sort of Waterloo in the Senate Railway Committee yesterday, when the bill which he got through the Commons granting him a charter for the Ottawa, Morrisburg & New York railway came up for ratification and was thrown out. The discussion of the bill in the Commons Railway Committee a couple of weeks ago was quite a joke for the Hickey party. The committee laughed at the opposition to it. Yesterday the laugh was on the other side, and the Senate Committee earned much kudos from the representatives of the Ottawa, Waddington and New York road, whom Dr. Hickey has been trying to dispossess. We understand that when Dr. Hickey was asked in the committee if he ever paid anything on the 600 shares of Ottawa and Waddington stock which he allotted to himself last year, he said no, and further admitted that these shares and the other amounts of shares similarly allotted to his fellow directors were grabbed in order to enable him to obtain and keep control of the road. We congratulate the Senate committee on its rejection by a vote of 18 to 3 of Dr. Hickey's present attempt to get a new charter for the route and over ride the rights of his opponents in the old company. The Senate has proven usefulness here..

05/05/1888 *Hamilton Spectator**Ottawa, Waddington & New York*

The bill of Dr. Hickey M.P. for the construction of the Ottawa, Waddington, Morrisburg and New York railway was thrown out to-day by the railway committee of the senate by a vote of 16 to 8 There was a big discussion. Dr. Hickey, M.P. supported the measure which was opposed by Frank Keefer for the Ottawa and Waddington road.

08/05/1888 *Ottawa Free Press**Tramway**E.B. Eddy*

The E.B. Eddy company of Hull completed the laying of the track through the large and extensive lumber yards on Saturday and at 6 o'clock this morning not less than two thousand hands went to work and the large sawmill with the new system of drawing lumber by locomotives was put in operation. The engines are run in almost to the saws and there are two crossings on Albert street in addition to the crossings on the main street from the mills. The engines are called "Nettie" and "Ella C," the latter after Mr. Eddy's daughter and the former after the daughter of Mr. Millan, the general manager. The saw system will be a saving of 42 horses and about 64 men and the platform can be kept clear much more conveniently than before. The trains of lumber are carried about a mile and a half to the furthest point of the piling ground in about four minutes.

Mr. Eddy said he could handle about half a million feet of lumber a day and he intended to put on a night gang as soon as possible. They would not use the engines at night but would pile the lumber in the yard and would have a force of about four hundred men for piling alone, and their cutting facilities, they are satisfied, are the largest in Canada. --

A new engine house has been built and the engineers are Mr. Brown and Mr. Butler, an old employee of the firm has been put on as an assistant for the present. The mills run from 6 in the morning until half past six in the evening.

10/05/1888 *The Equity, Bryson**Pontiac Pacific Junction*

On Tuesday last the P. & P. J. pay car went up the line.

10/05/1888 *Ottawa Free Press**Tramway**E.B. Eddy*

Mr. E.B. Eddy's locomotive system of carrying lumber through the yards is working very satisfactorily. Every precaution is being taken to avoid accidents with the engines. The two crossings on Albert street are being guarded by a man in addition to the signals.

11/05/1888 Almonte Gazette Pontiac Pacific Junction

Several washouts are reported on the P.P. J. Ry. Above the Coulonge village last week. One opposite Creighton's lake is said to be about 80 feet wide.

11/05/1888 Ottawa Free Press Ottawa City Passenger

Last night about nine o'clock there was a regular jam of the street railway cars at the corner of Rideau and Sussex streets. Three cars were all stuck in one time in a lump there and all filled to overflowing. Some stupid party started a report that some had been run over by the cars and in a short time several hundred persons were at the spot looking for the accident.

13/05/1888 Brockville Recorder Westport

Controlled Payment of Municipal Bonuses

The matter of the payment of the bonuses to the BW&SSM railway company by the townships through which the road passes appears at last to be satisfactorily settled. The townships of Crosby, Leeds and Lansdowne, and the Rear of Young and Escott each hand over to the trustees debentures in the amount of two-thirds of the bonuses granted. The township of Bastard and Burgess hands over one half the amount granted. On behalf of the company it is guaranteed that all the indebtedness contracted since the 1st of September 1887 shall be paid at once. The Rear of Young and Escott, and Bastard and Burgess, deposit each a portion of their bonds in the Bank of Montreal which, for the present, they retain control of as a guarantee for the payment of claims due in those townships under the above arrangement; the bonds to be released to the company as soon as the claims are paid. The remaining portion of the debentures will be handed over by the municipalities as soon as the road is fully completed and trains running. This settlement will aid in bringing about the early running of regular trains and be of advantage to all parties concerned.

17/05/1888 Athens Reporter Westport

(WBW) Boxcar Dumped Into Canal at Newboro Malicious persons have committed a very mean act at Newboro on the Rideau a Canal. A box car was left on a branch track of the B&W which connects the main line with the water. On Tuesday evening the car was pushed into the water. It greatly interferes with navigation at Newboro. The Rideau Belle found considerable difficulty Wednesday in reaching the dock.

17/05/1888 Hamilton Spectator Pontiac Pacific Junction

Railway Subsidies

The Pontiac and Oacific Junction railway for bridging at Culbat and west thereof, \$365,000, and for three miles of railway westward to Pembroke, \$9,600.

19/05/1888 Montreal Gazette Pontiac Pacific Junction

RAILWAY SUBSIDIES

\$41,000 to the Pontiac Pacific Junction railway for bridging.

21/05/1888 Ottawa Journal Maniwaki

The Gatineau Valley Railway Company give notice that at the present session of the Quebec Legislature they will apply to have their act of incorporation amended so as to prolong the time of commencing the work of construction on the proposed line of railway.

21/05/1888 Ottawa Citizen Canada Atlantic

The Canada Atlantic Railway Company intend repairing their line all the way to Coteau during the summer. They have put on a number of new hands for ballasting.

22/05/1888 Athens Reporter Westport

Complaint on First Run Editor Reporter: A glowing description of the first grand excursion over the B&W appeared in the Times on the celebrated wool combing occasion. It was headed R.G. Hervey on Deck, and I thought at the time that the heading was suggestive, and subsequent events have proved that my thought was justified. Leaving aside all disregarded promises of payment of wages, what are the facts today? Farms are cut up and the time is not fenced, causing great inconvenience and loss to farmers. The road crossings are almost impassable, and there are other crying grievances which could be mentioned. How long will these things continue? If a private individual were to block up a highway, he would soon hear from the authorities. The writer had occasion to drive from Lyn to New Dublin, by way of Glen Buell encountering four railway crossings, all of which, excepting the one over the Victoria road, are positively dangerous. The one on the side road at Glen Buell is quite impassable, and I was obliged to turn back and go round by the school house corner. Perhaps, when the township is called upon to pay a bill of damages, the authorities will wake up. In the meantime the times is correct; R.G. Hervey is on deck. Sufferer.

25/05/1888 Almonte Gazette Prescott Prescott

A car load of silk from China via the C.P.R. from Vancouver was crossed from Prescott to Ogdensburg on Thursday last. The carload was valued at \$150,000. The run from Vancouver to Prescott was made in six days.

25/05/1888 Ottawa Citizen Canada Atlantic Elgin Street

Departure of Lord Lansdowne. Station decorated, speeches etc. Train went direct to Quebec.

25/05/1888 Almonte Gazette Winchester Smiths Falls

Mr. Thos. Tompkins, who built the C. P. R. station here, has been notified through Mr. Van Horne that he has been awarded the contract for the erection of fourteen stores, an opera house and several dwellings in Vancouver. Mr. Tompkins will leave shortly for Vancouver to begin the work, and will take with him 60 or 70 men. - Smith Falls Record.

26/05/1888 Ottawa Journal Canada Atlantic

The Canada Atlantic Railway Company have just received from the Pullman Company a train of thirty-two freight cars which will be used this season for hauling lumber.

26/05/1888 Athens Reporter Westport

Lifting Gang Finishes Farmersville to Delta - Stranded Engine and Boxcar North of Delta Rescued - Lewis, Knowlton & Webster Awarded Contract for Lyn to Brockville - WJ Webster of Westport Awarded Contract for Fences and Telegraph Poles

The prospects for the early completion of the B&W have brightened somewhat during the past few weeks. The lifting gang have the road in passable condition from this village (Farmersville) to Delta, and the engine, tender and boxcar, that stood on the track near R. Kelly's for a couple of months was brought down to the village one day last week. The engine was run out to Delta and some dozen flat cars also brought to this station. The work of lifting the track, cutting off rails, &c, between here and Lyn is slowly progressing and one of the officials told our reporter that it would take between one and two weeks to reach the latter place. Meanwhile report says that Messrs Lewis, Knowlton & Webster have got the contract for completing the road between Lyn and Brockville and a portion of the plant used by this firm in building the section near Newboro went through this place yesterday. Lewis & Knowlton are pushing contractors, and if they are only furnished with funds will soon finish their part of the work. They had the reputation of being the most reliable contractors on the line, always paying promptly as they promised, and we hope that they have got this contract so as to sustain their own reputation and also put a little confidence in the general manager. It is also understood that W.J. Webster of Westport, has the contract of putting up the fences and telegraph poles along the line.

29/05/1888 Ottawa Journal Tramway Perley & Pattee

The lumbering firm of Perley & Pattee have a gang of men employed in making improvements to the tramways used to convey sawn lumber from the mills to the piling grounds.

30/05/1888 *Ottawa Citizen* *Tramway* *Hurdman's mill*

Messrs. Hurdman and Co. have a complete system of tramways from their mills to the yard.

31/05/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The Chaudiere Extension line and the Coteau Bridge questions will come up at a special meeting of the C.A.R. Company to be held on the 26th June.

31/05/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

Construction will be resumed on the P. & P. J. R'y. during June, when the road will be rapidly pushed to Pembroke.

01/06/1888 *Ottawa Free Press* *Chaudiere*

A flagman should be placed at the cutting on Concession street, Mount Sherwood, by the railway company. It is said to be a bad place where drivers cannot see when a train is coming past until they are right up to the track.

01/06/1888 *Renfrew Mercury* *Westport*

Commercial travellers who have been driven from Brockville to Westport along the line of the Brockville and Westport railway, tell startling stories of the character of the line. "An engine with a car in front and two behind, with goods for Delta, is dead in a lonely section of woods" said a traveller. "The reason it cannot proceed is the horrible condition in which the line is in. The money spent in constructing the road is practically lost because of the slovenly and unworkmanlike way in which it has been done. No allowance was made for expansion and as a result when the warm weather struck the irons they stretched themselves and as a consequence were lifted upwards and outwards and in many places at the ends are raising up to the height of two feet. The ties are clinging to the rails to which they were spiked. The rails now, owing to their warped condition, are unfit for further use. I guess there will be no traffic over the line for a further year."

01/06/1888 *Hamilton Spectator* *Pontiac Pacific Junction*

OTTAWA, May 31 - The Pontiac Pacific railroad company contemplates building a branch line from Aylmer to Hull, and expects within a year to bridge the Ottawa river and connect with the Canada Atlantic railroad.

01/06/1888 *Almonte Gazette* *Kingston (CP)*

Last year the output from the iron mines along the line of Kingston and Pembroke Railway was 28,000 tons, nearly all of which has been sold. This year the amount mined will be greater, as the demand for it is greater. The ore found near Wilbur village is very valuable. It is very suitable for manufacture into Bessemer steel.

01/06/1888 *Renfrew Mercury* *Kingston (CP)* *Kingston*

The K. & P.R. have received an order from the C.P.R. Co. for 150 more freight cars.

02/06/1888 *Ottawa Free Press* *Ottawa City Passenger*

The Street Car company have an elegant new car placed on the road. The new vehicle completely throws the old ones into the sheds.

04/06/1888 *Ottawa Journal* *Other* *Dr. Bergin reference*

Negotiations, so the stories go, are on the tapis for the purchase, by a syndicate of that part of the C.P.R. line extending from Ottawa to Montreal and Quebec.

Mr. Beemer, Hon. Mr. Church, and it is reported Mr. Chappleau, are interested in the scheme, which is no more than a big deal to utilize the line between Ottawa and Quebec as the basis of a huge railway system to include the various colonization railways running north. The roads are the Pontiac and Pacific, the Gatineau Valley, the railway running north from St. Jerome and the Lake St. John railway. A part of the scheme is to colonize the districts the railways traverse.

The Canadian Pacific Railway company find the working of the North Shore line too expensive for the receipts it gives them owing to the lively competition of the Canada Atlantic. The last named line has long been coveted by the G.T.R. people, who are anxious to reach the capital in order to tap the lumber shipping trade but they have been unable so far to secure their objective on account of the high price asked by the Canada Atlantic company. The Grand Trunk people have however obtained control of two charters, one from Dr. Bergin's company, the other from the Vaudreuil & Ottawa Co. which they hold as a menace to the Canada Atlantic Co. if the latter do not come down.

It is said now that the C.P.R. will attempt to acquire the control of the Canada Atlantic in order to thwart the plans of the G.T.R. thus once more bluffing their old enemy in the huge railway game played by the two great rival companies.

04/06/1888 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The Canada Atlantic Railway Company have a gang of men engaged building two new sidings in their freight yards for the accommodation of their increasing traffic.

05/06/1888 *Brantford Expositor* *Pontiac Pacific Junction*

Negotiations are said to be pending for the formation of a syndicate to make a big railway deal involving the purchase of the Canadian Pacific line from Ottawa down the north shore to Qusbeo and amalgamating with the Pontiac Pacific, Gatineau Valley, Lake St. John and other colonisation roads Hon L. R Curch [sic], H.J. Beemer and others are mentioned as interested in the scheme.

Also carried in the Kingston Whig-Standard same date.

05/06/1888 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Another passenger train has been put on from Ottawa to Aylmer by the C.P.R. Company, It leaves the city at 12.35 p.m. and arrives from Aylmer at 11 p.m. (Note the CPR advertisement shows the train leaving at 12.01)

06/06/1888 *Ottawa Citizen* *Ottawa City Passenger*

The working class complain at the late hour that the street cars begin running in the morning. At Montreal and elsewhere the cars generally start to run at 7.

The street cars in the city are still controlled by a single driver, who does double duty, filling the position of conductor and driver as well. It is not an uncommon thing to see the horses entrusted to the care of youngsters while the driver is collecting fares, and it is a wonder that accidents are not more frequent occurrences. The company should have a conductor on each car, and thus allow the driver to devote his whole time to the care of the horses.

07/06/1888 *The Equity, Bryson* *Aylmer branch* *Aylmer*

A station agent at Aylmer was somewhat surprised on Thursday morning when he went to open the office about 7.15 o'clock, to find locks bolts and bars burst asunder, and the office presented an appearance as if it had been ran sacked by burglars. On closer examination it was found that the padlock of the waiting room door had been forced with a crowbar, and that the door of the inner office had been similarly broken in and papers and other documents scattered about the floor, the drawerd having been ran sacked, the safe blown open, and the sum of \$30, the amount of the receipts of the previous day, missing. The burglars, whoever they are, left their implements behind them, which consisted of crowbars, braces, bits, a chisel and a hammer. Which was afterwards ascertained had been taken from the section room, that place having been evidently broken open for the purpose. A hole had been drilled in the door of the safe, an explosive inserted, a fuse ugnites, and the door of the safe torn apart, the contents being then extracted. More.

08/06/1888 Renfrew Mercury Westport

The bed of the Brockville and Westport Railway has been lifted and straightened and the locomotives, sidetracked for two months, taken to Delta. Contracts have been let for the building of the Lynn and Newboro branches.

08/06/1888 Almonte Gazette Kingston (CP) McLaren's Mills

Miller Bros. have built a new custom saw and shingle mill on the K. & P. railway at McLaren's Mills station.

12/06/1888 Athens Reporter Westport

Our Railroad (A Poem)

Away down the railroad track we'll go
And look for the engine long
and when we have found the old steam horse
We will sing this joyous song

Oh! it's coming
It's almost here
This railroad will be running
'Bout the close of the year.

We will mount to the top of the tallest trees
and strain the eye for the coming train,
And at the first glimpse of the joyful sight,
Our tears will fall like rain.
Oh! it's coming...

We will deck our village with bunting bright
And put on all our holiday wear
On the day that the first through train is run
And sing with a will thought the navvies stare.
Oh! it's coming...

And we'll toast the magnates every one -
Saunders and Berry and Mooney -
And the welkin shall ring in our excess of joy,
Though they should think us looney.
Oh! it's coming....
Anon

13/06/1888 Ottawa Free Press Chaudiere Chaudiere

The Chaudiere extension of the C.A.R. is now being rapidly pushed forward. Surveyors were busy today placing pickets for the course and grading of the metals, and in a few weeks the cars will be running into the great lumber district.

14/06/1888 Ottawa Free Press Ottawa City Passenger

The Street Railway track is in course of reconstruction along Sussex street today and also in New Edinburgh.

15/06/1888 Almonte Gazette Brockville

Monday evening's train from Brockville was two hours late. Some cows strayed upon the track that morning early and lay down to rest. They were killed themselves, and threw a locomotive and fourteen cars off the track. The loss amounts to a heavy sum. Brakesman Nichol was badly shaken up.

15/06/1888 Renfrew Mercury Winchester Smiths Falls

We recently noted that Mr. Tompkins who built the C.P.R. station at Smiths Falls, has been given the contract for the erection of some twenty buildings in Vancouver, B.C. The Winnipeg Free Press says that Halpenny & Co., of Winnipeg, are at present shipping brick from St. Boniface, to be used in these buildings.

16/06/1888 Ottawa Journal Chaudiere Richmond Road

The Canada Atlantic Railway company have discontinued running their passenger trains to the Richmond Road station for the present in consequence of the work on the extension to the Chaudiere.
The notice also appeared in the Ottawa Free Press for Friday 15 June.

16/06/1888 Ottawa Citizen Chaudiere Chaudiere

Owing to construction work on the Chaudiere branch of the Canada Atlantic Railway passenger trains heretofore leaving the Richmond Road station are discontinued until further notice.

This notice appeared in subsequent editions until June 19th when the CAR advertisement was modified by deleting reference to the Richmond Road service - the 10 November 1887 date was retained however.

18/06/1888 Ottawa Journal Maniwaki

The Aylmer Times announces that twenty miles of the Gatineau Valley Railway (from Hull to the Pêche) will be completed before December next. Mr. J.P. Mullarky P.L.S. will be on the line located to purchase the right of way for the first twenty miles next week. Estimates are being prepared so that no time will be lost in letting contracts when Mr. H.J. Beemer the President of the road returns from England. He is expected here about the 20th of this month. Two steam shovels have been purchased and will be placed on the works to execute them as speedily as possible.

18/06/1888 Ottawa Journal Chaudiere Chaudiere

The Canada Atlantic Railway Company have put a steam shovel to work at their gravel pit to load cars for the fill in on the line of their extension over the Hill and Higginson property. The work of building the revetment wall along the face of the cliff on Britannia terrace will begin next week. Hundreds of tons of filling will be necessary at this point. The line will cross Queen Street West and Britannia Terrace on Tuesday next. When the rails are laid a diamond will be made with the Street Railway Companies [sic] track on that street.

18/06/1888 Ottawa Free Press Sussex Street Sussex Street

The empty store houses composed of coal oil soaked boards at the St. Lawrence & Ottawa railway crossing on Dalhousie street should now be removed, as there is no more use for it, and it is a standing menace, should it take fire, to the neighborhood.

Elbe Mills - Large Gang and Train at Work Levelling Roadbed

A train and a large gang of men have been at work here on the railroad during the past week. Dirt is being hauled from the banks to level the road bed.

Westport - WJ Webster Sends Teams to Grade Between Lyn and Brockville

Westport, Sat. June 16: W.J. Webster has sent a number of teams from here to work at the grading between Lyn and Brockville. His fencing gang will soon have this part of the work done. Mr. Webster is one of the most pushing contractors who has had anything to do with the road. The lifting gang have just reached the station today with their work. They report the road in a passable condition to Farmersville. We expect the lost engine to appear again next week.

Lyn - Lost Engine Returns After Absence of Several Months

Lyn, Sat. June 16: Our village was startled by the peculiar shrill whistle of the B&W engine on its return after an absence of several months. The contractors for the Brockville section have brought on a number of teams and a quantity of plows for the back country and intend pushing the work of construction. Since the return of the engines, Sunday work has recommenced. The total disregard with which the managers treat the wishes of a civilized community who believe that Sabbath desecration never prospers, does not help the credit of the company. It is hoped the new life of the enterprise may be permanent.

Track in Running Order Between Lyn and Delta

The B&W railway track has been put in running order between Delta and Lyn. The engine and gravel train reached Lyn on Saturday night. On Sunday afternoon, a train was run back to this place (Farmersville) consisting of three carloads of lumber and shingles, for A. Parish & Sons, and three car loads of barbed wire for fencing the track.

The C.A.R. company have arranged to have the work of constructing their extension at the Chaudiere completed by the middle of July. As soon as the road is ready they will commence shipping timber from the yards with the most improved facilities. The work is being pushed forward rapidly. The C.A. railway extension track is now laid nearly to the waterworks aqueduct at the Chaudiere. It is said they contemplate building a bridge over the Ottawa river via the island opposite Parliament Hill to connect with the proposed Gatineau Valley railway on the Hull shore.

The Chaudiere extension of the Canada Atlantic Railway is now laid to the Waterworks Aqueduct, and yesterday preparations were commenced for bridging Queen Street. The company will push the work as fast as possible.

On Tuesday night of last week the town council of Pembroke met to consider a letter from Mr. L. Ruggles Church, President of the Pontiac and Pacific Junction Railway Company, which asked the town to furnish the right of way for the railway from the point at which it would strike the Ontario shore right into Pembroke, along with terminal grounds in Pembroke and also to grant right of way along McKay street to the mills on the muskrat river.

Accompanying the letter was a plan of the route intended to be taken by the Company. On this plan the line strikes from the Ontario shore opposite Morrison's Island to Mr. White's land in front of Mr. Henry Mitchell's farm, and runs in a south westerly direction around the high piece of land and enters the corporation below the A. & P. White farm, and runs from thence to the corner of Herbert and McKay streets where the terminus will be. In the report which accompanied the plan it was stated that the plan was only an approximate one.

Various members of the council discussed the matter in a conversationable manner, and a committee was appointed to inquire into the matter and report to the Council.

The Canada Atlantic extension at the Chaudiere has been completed to the waterworks aqueduct and preparations were made yesterday to construct the line across Queen street west.

Four horses were killed at Klock's Mills on Wednesday last by a locomotive. They were the property of Messrs. Klock.

The Canada Atlantic railway company have a gang of workmen engaged removing the street railway tracks at the corner of Queen street west and Britannia terrace at Pooley's bridge for the purpose of making a diamond semiphore [sic] when the Canada Atlantic extension crosses the street.

The Mayor's Silver Wedding - An Excursion to Sharbot Lake, A large Company Celebrates the Event

Tuesday last was a gala day at Sharbot Lake, and throughout most of the day the Purvis Hotel, the north side of the lake, and Wood's Island were gay with men and women in holiday attire, bright with flags on boats and buildings, and busy with hurrying boats ferrying between mainland and islands. The occasion was the celebration of the Silver Wedding of Mr. W.J. Pink, Mayor of Perth, and his esteemed wife - The programme was briefly this: The guests were to assemble at the C.P.R. station at Perth at 8:15 o'clock on Tuesday morning, take the Perth local to Sharbot Lake station, spend the day on an island in the lake, return to the Perry Hotel and signalize the close of the day's pleasures by a grand dinner there, returning home when this was over. The run to Sharbot Lake was made very quickly, in charge of Perth's genial conductor, Mr. Daniel McPhee, and to save walking, the train was run down to the Perry House into which the excursionists speedily transferred themselves. A fleet of skiffs were in waiting at the floating bridge near by, and after a little the crowd was ferried between other islands to what is known as Wood's Island, a beautiful spot owned by the reverend ex-Principal of the Ottawa Ladies College. A neat summer cottage has been erected here among the trees, which gave a home appearance to the scene, while the party in their gay attire and varying movements gave life to the day and event. The recreations of the day now began. Some took to the boats and went fishing; others sat in the breezy shade and amused themselves with various quiet games; some of the stalwart gentlemen pitched quoits, and all enjoyed themselves - the Mayor and his wife seeing that the latter was accomplished by all. The wide expanse of water and islands was dotted with tiny craft going hither and thither. Many boats steered for the island and cottage owned by the estate of the late Gen. Aspinwall (sp?) of New York, builder of the railway across the isthmus of Panama, who after erecting this beautiful terracotta hued cottage on this lovely island, died a year or two after, leaving others to enjoy the pleasures of this rustic retreat. A visit was paid by many as well to the neat cottage on the fertile island of Mr. Wm. Robinson, ex-Mayor of Kingston, and ex-member of the Ontario legislature. The island part of the celebration was ended about four o'clock, and the party by the fleet of skiffs made their way in battalions over the rippling waters to the hotel landing, to enjoy in a little the crowning act of the festivities. This was the dinner prepared for the guests by Mr. N.H. Purvis, proprietor of the Perry Hotel. The fame of Sharbot Lake as a fishing place and summer resort has traveled far, and it is visited by tourists from distant parts. It is a large sheet of water, seven or eight miles long, and three or four broad in places, indented by deep bays, cut nearly in two halves by the Narrows and is full of islands, mostly yet covered with trees and undergrowth. Mostly all the fresh water fish are found in its waters in abundance, and the tourist can get any amount of sport both by traveling and still fishing. The Perry House, kept by Mr. Purvis, can give the visitor excellent accommodation.

Row on a train.

Conductor Ferris of the C.P.R., was pugilized and tramped on by some drunken shantymen between Pettewawa and Pembroke on Tuesday. He locked the gang in the car, and telegraphed to Ottawa for constables. The latter went to Carleton Place and arrested two of the leaders in the row - Cousineau and Lapointe. It was Ferris's roughest experience in 10 years.

23/06/1888 *Montreal Gazette* *Pontiac and Renfrew*

The annual meeting of the Pontiac and Renfrew Railway company will be held on July 9

25/06/1888 *Ottawa Free Press* *Ottawa City Passenger*

This morning a baker's rig came to grief on the rails of the street car track owing to an attempt of the driver to cross it.

26/06/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The Chaudiere line is being quickly laid. The work of raising the street car track is now going on.

26/06/1888 *Athens Reporter* *Westport*

Italian Laborers Work at Farmersville - Grounds Prepared for Sidings at Delta

Another batch of Italians reached here on Tuesday last, and at once went to work on the railway. During the past week, part of the gang have been preparing the ground for sidings at Delta, and part are scattered along the line leveling up the grading. In a few days, the roadbed will be in a condition to run gravel trains over the entire length of the line.

Also in Brockville Recorder same date

28/06/1888 *Brockville Recorder* *Westport*

Construction on Brockville Lyn Section

Messrs Lewis, Knowlton and Webster who have the contract to build the unfinished section of the BW&SSM between Lyn and Brockville have started teams and men to work.

28/06/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The first train on the Chaudiere extension branch of the Canada Atlantic railway passed over the city waterworks aqueduct at seven o'clock this morning and consisted of ten flat cars laden with ballast in charge of Mechanical Superintendent Donaldson. The patent safety crossing bars, manufactured by an American company and made of iron worked like a charm. One man manipulated a crank which dropped four posts at once, two on each side of the crossing at Queen street, thus stopping all traffic. Ballast trains were running all day, and the track is now laid a good distance towards Bridge street, back of the new No. 1 fire station. People in that vicinity this morning were much excited over the passing of the first train and businessmen seem quite jubilant over the advent of the iron horse.

28/06/1888 *Brockville Recorder* *Westport*

Construction on Brockville Lyn Section

Messrs. Lewis, Knowlton and Webster who have the contract to build the unfinished section of the BW&SSM between Lyn and Brockville have started teams and men to work.

29/06/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Yesterday morning the first train passed over the Chaudiere extension branch of the Canada Atlantic Railway. It was laden with ballast and under the charge of Mechanical Superintendent Donaldson.

30/06/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The C.A. Railway extension track is now all filled in around the old waterworks office at the junction of Queen and Britannia streets. The trestle work is completed to the extremity of Britannia street.

30/06/1888 *Ottawa Citizen* *Prescott* *Prescott*

On Wednesday evening last some men stole a handcar on the St. Lawrence and Ottawa Railway and proceeded to work themselves to Prescott. There they were arrested and Constable Hornidge, of the C.P.R. yesterday locked up the four of them, John Callaghan, David Shields, P. Connor and J. McManus.

01/07/1888 *Canada Lumberman* *Tramway* *Perley and Pattee*

The lumbering firm of Perley & Pattee, Ottawa, have a gang of men employes making improvements in the tramways used to convey sawn lumber from the mills to the piling grounds.

03/07/1888 *Athens Reporter* *Westport*

Things Busy at Newboro

Monday 02 July Our railroad is alive again. Gravel trains every thirty minutes.

03/07/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

On Saturday afternoon the trestlework on the C.A. railway extension near Britannia street gave way, and two flat cars of the gravel train were thrown off the track. Conductor Bob McKee, who was in charge, had to jump off and severely sprained an ankle. As a consequence, the crew of the ballast train were obliged to work yesterday.

03/07/1888 *Athens Reporter* *Westport*

Another batch of Italians reached here on Tuesday and went to work on the railway. They are scattered along the line levelling up the grading. In a few days the roadbed will be in a condition to run gravel trains over the entire length of the line.

03/07/1888 *Athens Reporter* *Westport*

Lumber for Sidewalks Farmersville A car load of excellent lumber for sidewalks arrived here over the B&W on Friday. It was unloaded and drawn to various parts of the town and the work of repairing and building new walks will be pushed forward as rapidly as possible. The lumber was purchased from W.G. Parish.

A B&W Episode -

Tis said that the course of love never did run smoothly and we are of the opinion that a couple of B&W employees think that their.....for their chosen vocation got a bad setback the other evening. Early Thursday morning orders reached here for two of the officials to proceed to Lyn and assist in running a train over the road from that place to.....out towards the end of the line. Using a pumper, they reached Lyn in good time only to learn that the engine was still lying at Brockville.....one, two, and nearly three hours elapsed before the long looked for train arrived in sight. Six o'clock came before it was ready to leave Lyn and when they finally got under way, the speed was necessarily slow, the train being heavy and the road not in the best condition. All went well however, until the crossing at Henry Lee's was reached, Here, the grass had grown to such a height alongside the track that it lay over the ties and rails. As soon as the wheels of the engine met this obstruction, there was a whirl and the train came to a standstill. The train was backed and repeated efforts made to push through. Two long mortal hours were spent in trying to overcome the obstruction but as the water was running low, it was finally decided to return to Lyn and take a fresh start in the morning. Here is where the dilemma of our boys came in. They had arranged to meet their lady loves by the moon's pale light on the shady boulevards of our classic little town; and as the hour for the meeting drew near and they were some ten miles from their store clothes, it was no wonder that they were in a sad predicament. Farmers along the line were interviewed, bribes offered, entreaties made and imprecations indulged in but none were found willing for love or money to waft our two friends on towards the desired haven. Finally, when all other resources failed, they wisely concluded to hoof it to town.

03/07/1888 *Athens Reporter* *Westport* *water*

Westport - B&W Train Hasn't Arrived - Station Grounds Deserted and Disordered

June 30: The B&W train has not reached here yet. The station grounds still remain the same disordered place - devoid of beauty or neatness, and strewn with piles of ties, rails, fence posts, etc. The only perceptible improvement is the putting up of a wind mill to lift water into the tank. We are pleased, however, to hear of progress in the work further out on the line and hope that the new life will soon extend to this end.

04/07/1888 *Ottawa Citizen* *Prescott*

The train which conveys the excursionists to Ogdensburg to-day consists of twelve cars.

04/07/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The site of the old emigrant shed will be occupied as a lumber yard and fenced in by Messrs. Jas. McLaren & Co.

04/07/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The Chaudiere extension of the Canada Atlantic Railway is now almost completed. The work was done in remarkably quick time.

05/07/1888 *Ottawa Journal* *Sussex Street* *Sussex Street*

The old immigrant shed at the St. Lawrence and Ottawa depot, is being demolished. Mrs. Galvin has been obliged to vacate the premises.

06/07/1888 *Ottawa Free Press* *Canada Atlantic* *Casselman*

Fire at the mill at Casselman - full account.

06/07/1888 *Ottawa Citizen* *Canada Atlantic* *Limoges*

Yesterday afternoon news reached the city that the line of the Canada Atlantic Railway was blocked near South Indian owing to fire raging on each side and across the track.. the line was impassable, the rails having coiled up with the intensity of the heat .. anticipated that the men would get to work during the night and relay the 100 yards or so of burnt line in time for the first train in the morning.

It was about this time last year when this line was troubled by fire near Bearbrook and a serious accident narrowly averted.

July 7 - The Canada Atlantic Railway Company lost no time yesterday morning in repairing the damage done to their track by the fire. Sixty sectionmen were put to work, and the afternoon Montreal express, which stopped at Casselman all night was able to get through and reached Ottawa at 5 a.m. in the morning. The passengers speak highly of the attention of the company.

06/07/1888 *Almonte Gazette* *Prescott* *Kemptville*

For stealing a hand car.

Paragraph John Callahan, James McManus, David Shields and Pat Connors took a handcar out of a hand car house on the Aylmer Road on Wednesday last, and journeyed with it to near Kemptville, where they left it. The handcar was the property of the C.P.R. They were arrested in Prescott. Callaghan turned Queen's evidence and gave the snap away. Two of the accused men are immigrants, just out, and pleaded that they were ignorant that the taking of the car was an offense. Connors, Shields and McManus each got two months in jail, besides being called on to pay fifty cents damages.

07/07/1888 *Ottawa Journal* *Tramway* *Canadian Phosphate Co.*

Buckingham - Captain Smith, manager of the Canadian Phosphate Co., has purchased a steamer called "River Belle," to be used in towing the company's phosphate to the railway at the village. The company is making great efforts at their new mines, a tramway about a mile in extent connecting with several points now in active operation is being vigorously pushed forward, and a large camp and cook house is being erected for the accommodation of about one hundred men.--

07/07/1888 *Ottawa Free Press* *Maniwaki*

Mr. C. Beemer [sic] who has been in England for some month past on business in connection with the Gatineau Valley railroad, has written to a friend of his on the Gatineau who has considerable stock in the road, reporting progress and stating that he expects to have a great force of men at work in a very short time. The farmers and others through whose property the road will run according to the route surveyed are now threatening to protest unless they get a large sum for their ground than they first agreed to accept of.

07/07/1888 *Ottawa Free Press* *Tramway* *E.B. Eddy*

The locomotives now in use by the Eddy Manufacturing company are working most satisfactorily and the horses formerly used for hauling the lumber to the yards have been sent up to the concern's farm and will be used in clearing land and making other improvements until the season for laying up logs in the woods arrives.

07/07/1888 *Ottawa Citizen* *Canada Atlantic*

THE CANADA ATLANTIC FIRE. - the Canada Atlantic Railway company lost no time yesterday morning in repairing the damage done to their track by the fire. Sixty section men were put to work, and the afternoon Montreal express, which stopped at Casselman all night, was able to get through and reach Ottawa at 5 a.m. in the morning. The passengers speak highly of the attentions of the company.

07/07/1888 *Ottawa Journal* *Tramway* *High Rock*

Buckingham - The High Rock is in grand feather, the twelve new houses and other buildings erected during the winter give it now quite a village appearance. The tramway is greatly improved by reducing gradients and straightening the track. From 70 to 80 tons can easily be brought down to the river now. The output at the lower level mine is very good; the week before last having beaten the record of all former times, 52 tons having been produced in one day.

12/07/1888 Brockville Recorder Westport

B&W Almost Completed Brockville Recorder

The B&W is almost completed, we expect regular trains in a few days - Westport.

13/07/1888 Ottawa Free Press Chaudiere Chaudiere

The C.A.R. having raised the street railway track a little near Perley's bridge have put in a fine cobble gutter to the side walk. More of these gutters would be an improvement to the city.

13/07/1888 Almonte Gazette Kingston (CN)

Walked off the train.

Last Friday Night a woman 73 years of age, en route to Detroit walked off the midnight express between Prescott and Cardinal while it was rushing along at the rate of forty-five miles per hour. An engine was sent back to pick her up. She was found and taken to Prescott, where she lies in a precarious condition. She was in charge of her granddaughter, who was sleeping when the accident occurred.

13/07/1888 Ottawa Journal Tramway E.B. Eddy wood

The E.B. Eddy lumber company have completed the new round house for their yard locomotives and have added an addition in the shape of a commodious coal stage where locomotive coal is stored.

14/07/1888 Ottawa Citizen Belleville Perth car shop

Six box cars are turned out daily in the Perth car shops of the C.P.R. If the shops were enlarged somewhat, ten cars could be made every day with little more increase of workmen.

14/07/1888 Ottawa Journal Canada Atlantic Elgin Street

The Canada Atlantic Railway intend erecting an addition to their station platform at the Elgin street depot as the present platform is too small.

16/07/1888 Ottawa Journal Canada Atlantic Bank street

Messrs. Parson and Smith, coal oil dealers of Sussex street, have constructed a large shed near the Canada Atlantic Railway on Bank street where they have stored about 200 barrels of coal oil which they were compelled to move from their storehouse at the old St. Lawrence and Ottawa depot.

16/07/1888 Ottawa Journal Canada Atlantic

Article speculating on the future of the Canada Atlantic. CPR will buy as soon as the Chaudiere extension is completed and then sell the North Shore line to the Pontiac and Pacific.---

17/07/1888 Ottawa Journal Pontiac Pacific Junction Aylmer

The Pontiac and Pacific Railway company are increasing the size of their station at Aylmer by building an addition for freight. The quantity of freight going over the line is materially increasing.

17/07/1888 Athens Reporter Westport

Farmersville - Lumber for Sidewalks Arrive - 900 Cheese Boxes Shipped - Delta Station Being Painted

Another carload of lumber for sidewalks came in over the B&W Saturday evening and on Monday was unloaded and drawn to different part of the village (Farmersville). A large gang of men are engaged in putting down new sidewalks and repairing the old ones.

Mr. J.B. Saunders shipped 900 cheese boxes over the B&W to D. Darbyshire, yesterday.

Delta 17 July 1888: Mr. Wm. Webster of Farmersville is painting the B&W station house here.

Delta, 17 July 1888: We have had a daily train on the B&W here this week. We hope it will continue.

17/07/1888 Athens Reporter Westport

Farmersville - Passenger Coach to Be Attached to Thursday Train

S.B. Williams, station master at Farmersville, informs us that a passenger coach will be attached to the B&W train on Thursday, leaving Westport at 7 am and arriving in Athens at 10 am and will arrive in Brockville at 12 noon.

Mr. S.B. Williams, the station agent here informs us that a train on the B&W Railway will leave Westport on Thursday morning next at 7 am calling at all stations along the line, reaching Farmersville about 10 am, arriving in Brockville at 12 noon. Returning, will leave Brockville Friday morning and run through to Westport. On Saturday morning the train will leave Westport at 7 am and take on all the cheese delivered at the stations along the line. A passenger coach will be attached to all trains for the convenience of passengers.

17/07/1888 Ottawa Free Press Chaudiere Chaudiere

Gongs have been placed on the C.A.R. extension iron crossing bars on Queen street and ring a warning when they are about to be lowered.

18/07/1888 Ottawa Journal Chaudiere Chaudiere

The C.A.R. company have 60 men working day and night at their gravel pit back of Rochesterville loading gravel on cars and conveying it to the end of the line of extension on Britannia Terrace.

19/07/1888 The Equity, Bryson Pontiac and Renfrew

At a meeting of the stockholders of the Pontiac and Renfrew Railway Co., held in Mr. C. McGee's office, Ottawa, on Monday the 9th inst., the following were elected directors: C. Magee, Hiram Robinson, R. Blackburn, John Brysin, M.P. and W.J. Poupore, M.P.P. At a subsequent meeting, Mr. C. Magee was re-elected president, R. Blackburn vice-president and E. McMahon secretary-treasurer.

19/07/1888 Brockville Recorder Westport

Mr. Thomas Rideout Inspects B&W

Mr. Thomas Rideout, government inspector of railways, returned to town last evening after a tour of inspection over the BW&SSM, made with a view of paying over a portion of the government bonus. The road is reported in fair condition.... Some difficulty has been experienced in getting suitable ballast.

Another agitation is on foot to secure railway communication for this village. The new scheme, we understand, is to build a line from Portage du Fort to Campbell's Bay, which will form a connecting link between the proposed P.D.F. and Bristol Railway and the P. & P. J. Railway. The promoters of the scheme claim its practicability, so far as the route is concerned, admits of no question. They purpose sending a delegation to Quebec shortly to interview the Premier on the subject of aid towards construction. They claim - and it seems reasonable too - that a line such as they propose to build is entitled to the same consideration as Mr. Mercier was promised to the P.D.F. line. The latter has not received assistance as yet, the company being only in embryo when the subsidies were voted, and therefore not in a proper position to expect it at that time. But now that the promoters have secured a charter they feel pretty confident of getting a subsidy before the close of another session, if not sooner. We shall be very glad to hear of the success of both enterprises, as the villages chiefly interested would doubtless develop into places of flourishing character with the aid of railway connection without which their future cannot be one of great importance. The promoters should keep the ball rolling.

The Canadian Pacific Railway Company have to all intents and purposes closed the old St. Lawrence and Ottawa railway line from Chaudiere junction to the depot on Sussex street, thereby depriving the lower end of the city of a railway terminus, which for upwards of thirty years was the life and soul of that portion of the city. In consequence of this a large proportion of the business which was done on Sussex, Dalhousie and the other streets in Lower Town leading to the old depot when that branch was in use and the St. Lawrence and Ottawa depot was the terminus of the line to Prescott, has now found its way to Upper Town and the Chaudiere.

The desertion of the old terminus of the line by the C.P.R. company was not done quickly. It was the work of years and has caused a great deal of dissatisfaction among property holders and businessmen in the lower portion of the city, who say they have been ruined in consequence of the depreciation in the value of property and the departure of business to the upper end of the city. They contend that when the line was built into the city in 1850 the then corporation of Bytown granted a bonus of £15,000 sterling, or about \$75,000, towards the construction of the line, and in addition loaned to the then Bytown and Prescott railway company £50,000 or about \$250,000 to assist the work of construction on the distinct understanding that the north-eastern terminus should be in Bytown.

Some four years ago the St. Lawrence and Ottawa company got under the control of the Canadian Pacific railway company. That company, as soon as it assumed control of the road, changed the terminus of the line as far as passenger business was concerned, to their depot in the Chaudiere. This caused a howl among the property owners and businessmen of Lower Town and the City Council was appealed to, but they, on the advice of the City Solicitor, decided that it was impossible for the corporation to compel the C.P.R. to run its trains into the old depot. Things went on, the Canadian Pacific gradually withdrew their freight business from the lower town station until now not a single car is to be seen week out and week in at the Sussex street depot, where previous to the purchase of the road by the C.P.R., all the traffic of the line to Prescott entered and left the city. Last winter that branch line was fully five months blocked with snow and not a single car passed over it.

More - city interest, C.P.R. refused to allow C.A.R. to purchase the line from where it crossed their line so they could open up a depot there etc.

To ensure more safety the Canada Atlantic Railway company are building a fence around their extension to Bridge street from the Queen street crossing westwards.

Pakenham News.

SERIOUS ACCIDENT ON THE C.P.R. - on Saturday last as the freight train going south had reached the top of the grade, a short distance north of this village brakeman Robert Young went to put on a brake, and in doing so the nuts that held the brake wheel in place came off. Young was pulling hard at the time, and, losing his balance, fell head-first over the side of the car, his head striking a stone breaking his skull. The unfortunate man was not missed till Pakenham was reached, when the trainmen went back for him. They found the poor fellow lying bleeding and unconscious where he fell. He was tenderly conveyed to the station, where Dr. Baird did everything he could to relieve the poor fellow's suffering. The skull was broken in several places, and a portion of the brain protruded. As soon as the wounds were dressed he was placed in the van and taken to Ottawa, his home, whether he was accompanied by Dr. Baird. On Monday a telegram to the station agent here announced his death, leaving a wife and five small, helpless children to mourn his loss. Surely the above sad case, and hundreds of similar ones that are taking place daily, demand that some better protection be given to the lives of brakemen. Had there been a railing only six inches high around the top of the boxcar this man's life in all probability would have been saved. On the darkest nights in winter, when the top of the car is covered with ice, sleet and snow, and the train moving down a steep grade at the rate of nearly a mile a minute, the brakes man is expected to do his duty, although the slightest precaution has not been made against a misstep or stumble in the dark. A railing around the top of boxcars similar to that around some of the old fashioned showcases will save many valuable lives. The cause ??of the hundreds of widows and orphans made by such cases as last Saturday demand it; and we trust that at the next session of parliament a bill will be introduced by some of our M.P's. that will provide better protection to the safety and lives of railway employees generally. In no branch of public duty are more faithful servants to be found than in our railway service. Some time ago a freight train was wrecked on the New York Central. The Lightning Express was due at the same place a few minutes afterwards, moving on to certain destruction, with its load of living freight; and as the faithful engineer of the wrecked train lay dying on the side of the track he gasped out with his last breath to one of his companions "Flag the Express".

The residents of Lower Town owe a deep debt of gratitude to Ald. Henderson, to whom alone belongs the credit of breathing life into, and taking action in the matter of the closing of the old St. Lawrence & Ottawa railway depot on Sussex street. Many and grievous have been the complaints made by residents in that neighbourhood, of loss sustained both by decrease of trade and depreciation in the value of property but though many suffered none took any decisive action.

Ald Henderson, however, was among those who were affected and after conducting a private correspondence with the C.P.R. asked the city clerk to write and inquire whether they intended to reopen the station and when? No answer was forthcoming and so he moved his resolution of Monday night referring the matter to the city solicitor.

In reply to a Free Press reporter, Ald Henderson said: "I know nothing of old bylaws; the city subscribed for \$15,000 WORTH OF STOCK

on the ground that it would be a great advantage to have a railroad running from the waters of the St. Lawrence to those of the Ottawa. That stock has, of course, been eaten up, as the line has frequently changed hands. The grounds upon which I base my resolution are these: The ground on which the depot stands, eleven lots in all, was granted to the railway in trust for a depot - whether passenger or not I cannot say, but it is not now used as either a passenger or a freight depot. Then again, the company has frequently and successfully applied to government for pecuniary assistance, urging their claim on the ground that they were doing incalculable benefit by running their line between these two points. These two points were named in their charter, they have received all they ask, and yet they propose to discontinue using the depot. When the C.P.R. acquired the line they immediately

MOVED ALL THE STOCK

to the Union depot and commenced such a line of action as was calculated to drive away traffic from the line and give them an excuse for closing it. Then they closed the depot and now hardly use it at all. The firm of McLaren & Co. have felt this very heavily. We have frequently been unable to obtain cars, and when we have asked for them have been told that they were in use elsewhere. I then wrote privately and was told that it would take \$10,000 to repair the bridge, but if would guarantee them a paying traffic, the depot would be reopened, if not we must send to the Chaudiere for shipment. This means a discrimination of 50 cents per 1000 feet against us. I am not aware that the charter gives any right to guarantee of paying traffic, or that the ground was given on that understanding. The C.A. railway are willing to buy the whole branch of the line, and would make that their chief depot, but the C.P. railway will not sell. I am of the opinion that the city can obtain a mandamus to force them to reopen the depot and maintain it open.

21/07/1888 *Ottawa Free Press**Pontiac and Renfrew*

The P. & P. J. short line railway to the iron mines above the Quio is progressing rapidly.

24/07/1888 *Athens Reporter**Westport*

Contract for Painting Stations Between Westport and Delta Awarded

Newboro: Frank Reynolds of Westport has the contract of painting the stations between Westport and Delta. He begins here with a large force of men this morning.

Newboro Cattle Shipped Two carloads of cattle were shipped by rail from here Saturday last to Montreal by N. Whitmarsh and H. Lang. It now looks as if the B&W might yet be quite a road. Mr. Hervey keeps his yacht here at the disposal of pleasure seekers. Mr. Wm Masee has charge of her.

24/07/1888 *Ottawa Free Press**Ottawa City Passenger*

The City Passenger Railway company are making considerable changes in its stock just now. Many of the horses which have seen long service on the road are used up and are being sold and new ones are being purchased to replace them.

25/07/1888 *Ottawa Journal**Metropolitan Street*

The charter of the Metropolitan street railway company expires on 15th September unless the company have the main line from the Protestant Hospital up Rideau, Sparks and Wellington streets and on to Bank street completed by that date. Provided that the corporation does not grant a further extension of time --

Ottawa Street Railway would be willing to extend but the terms of the Metropolitan charter are too onerous.--

26/07/1888 *The Equity, Bryson**Portage du Fort and Bristol Branch*

Mr. Thomas Somerville has purchased a house and a lot from Mr. John Thomson, which he intends repairing and enlarging and fitting up as a depot for our new passenger railway.

The stock books of the P. & B. Railway Co., will soon be open. It is expected the necessary amount of stock will be subscribed in this village; but doubtless parties from far and near will subscribe as well.

26/07/1888 *The Equity, Bryson**Pontiac and Renfrew*

The line of railway between Bristol and Billerica, being a portion of the line proposed to be built by the Pontiac & Renfrew Railway Co., is now under construction, with Capt. Symons, supt. of the the mines, in charge. The Capt. was in Ottawa last week hiring men for the work of construction. The number required was two hundred.

26/07/1888 *Brockville Recorder**Westport*

Regular Trains Now Running from Brockville to Westport

Lyn The B&W are running a train daily over the road, and on Saturday brought in several cars of cattle to be shipped to Montreal. We are pleased that things are getting into shape.

Delta. Mr. Alonzo Allyn spent a few days in Delta...He looks thoroughly thrifty and expresses a good deal of pleasure at a conveyance over the B&W to Brockville.

26/07/1888 *Ottawa Journal**Chaudiere**Chaudiere*

The Canada Atlantic Railway company have a number of workmen engaged excavating for the foundation of the new station house at the Chaudiere which will be erected at once.

26/07/1888 *Ottawa Free Press**Ottawa City Passenger*

The last of the bands in the circus procession, yesterday, had a narrow escape from, perhaps, serious injury, while their heavy chariot was rounding the corner of Sussex and Rideau streets. The driver of the long string of horses was evidently not used to the Ottawa street railway tracks and attempted to drive obliquely across them, with the result that the waggon caened slightly. The musicians, who were playing for all they were worth, got a scare and stopped suddenly, prepared to make a spring to the ground. The jehu, however, by a dexterous movement of the ribbons righted the vehicle which narrowly missed being tipped over.

26/07/1888 *Ottawa Free Press**Chaudiere**Chaudiere*

The press house yard has been considerably reduced by the new Chaudiere extension of the C.A.R., and the waterworks will, in future, have no room to spare.

The work of construction on the line of the Pontiac & Pacific Junction railway is being vigorously prosecuted and it is expected that before next fall the company will be running their trains into Pembroke. Ottawa and Pembroke will then be connected by a line via the north shore of the Ottawa. An official of the road, speaking to a Journal reporter said:

The line is now open for traffic from Coulonge to Aylmer and thence into Ottawa via the Aylmer branch of the C.P.R., a distance of about eighty miles. Trains are run regularly every day over this portion of the line.

ON THE OTHER SIDE OF COULONGE

"on the other side of Coulonge, the distance to the point on the north shore of the Ottawa river where the line crosses to Allumette Island on its way to Pembroke, is eleven miles. This portion of the line is grades and the rails laid. Construction trains are now working making up the fill for an approach to the bridge across the north channel of the Ottawa river. At this point a bridge about 100 yards in length has been built across the channel between the main land and Allumette Island. The length of the line across that island will be about seven miles, at the other end of which a bridge about fifty yards in length will have to be constructed between Allumette island and a small island known as Morrison's Island, then another short bridge about 25 yards in length across what is known as the Blind Channel, and the line reaches the main land on the south shore, five miles from Pembroke.

"The construction of the five miles from the bridge to Pembroke will be the easiest part of the construction yet attempted from Aylmer, as the country is perfectly level and the line will run almost parallel to the line of the C.,P.R."

THE REMAINING CONSTRUCTION

There is now actually built some 91 miles of the line from Aylmer to Allumette Island and 80 miles under operation from Aylmer to Coulonge. The work that remains to be done is the construction of the bridges across the Ottawa and the portion across Allumette Island, and from the opposite shore to Pembroke. The main part is the iron bridge from the north shore of the Ottawa to Allumette Island. The distance is only about 100 yards but the water in the channel is very deep and rapid and it will be the most difficult piece of bridging on the whole line. After this bridge and the seven miles across Allumette Island are constructed the bridge across the Morrison's Island, a span of about 50 yards will follow, but the water is shallow and the bridging easy. The last bridge, about 25 yards long brings the line to the main land on the south shore of the river.

THE P.P.J AND THE AYLMEYR BRANCH

From an official source the reporter learned that the Pontiac and Pacific Company are running their passenger and freight trains into Ottawa on the seven mile Aylmer branch of the C.P.R. using their own cars and equipment for which privilege they hand over to the C.P.R. every cent of the receipts on that portion of the line. Some time ago the C.P.R. offered to sell this branch line from Aylmer to Hull to the P.& P.J. Co. for \$12,000 per mile about what it cost to construct it but refused to give them any running powers over the C.P.R. bridge into Ottawa. The P.& P.J. Co. offered to pay \$10,000 per mile for the line with running rights over the bridge, or \$8,000 per mile without these powers, but eh C.P.R. refused to sell the line for less than \$12,000 per mile.

AIMING FOR THE SAULT

It has long been known that the ultimate terminus of the P.& P.J. line is Sault Ste. Marie. The line has been constructed from Aylmer to Allumette Island over very difficult country for little more than the government subsidy of \$12,000 per mile so that very little money has been expended in construction so far and it is estimated that the most difficult portion of the line is now built and that the remainder of the line from Pembroke to the Sault will be completed by the end of next summer.

The president of the road, Mr. H.J. Beemer sailed from France last week and will arrive here in the course of two weeks when negotiations for the purchase of the Aylmer branch will be re-opened.

It is rumored that next summer the P.& P.J. company and the Canada Atlantic will jointly build a bridge across the Ottawa river near the Suspension bridge thus connecting the two lines giving the P. & P.J. road the shortest line to the Atlantic sea board.

28/07/1888 *Ottawa Free Press**Ottawa City Passenger*

The Street Railway company have commenced a thorough repair of their road, the track being now strengthened its entire length from the Chaudiere falls to the Rideau falls, new sleepers put down and old rails replaced by new ones.

The street rails wrenched the wheels off another rig today on Sussex street, and considerable profanity on the part of the driver was caused by the accident.

28/07/1888 *Ottawa Journal**Prescott County*

The Prescott County Railway Company will, at the next session of the Dominion Parliament, apply for an enlargement of its bonding powers; the construction of a bridge at or near Hawkesbury, extension of their line through the counties of Russell and Ottawa, including bridge over the Ottawa River, at some convenient point west of Plantagenet, change of name, and extension of time for construction.

Note the name was changed to the Central Counties Railway in 1889

28/07/1888 *Montreal Gazette**Pontiac Pacific Junction*

OTTAWA, July 27. The work of construction on the Pontoac & Pacific Junction railway is being vigorously prosecuted, and it is expected that before next fall the company will be running trains into Pembroke.

28/07/1888 *Ottawa Free Press**Westport*

A prominent railroad man has stated in the city today that Mr. R.G. Harvey of the Brockville and WP railroad has purchased what is known in Smiths Falls as Long Island near Portland. Mr. Harvey will build a grand summer hotel on the island which he thinks will prove a favorite resort in the near future.

28/07/1888 *Ottawa Journal**Chaudiere**Chaudiere*

Mr. J.E. [sic] Chamberlain, general manager of the Canada Atlantic Railway, inspected the extension of that line along Britannia Terrace to Queen's Acre yesterday, the work of construction having been entirely completed. The work done was found to be perfectly satisfactory. Workmen are now engaged in removing the old buildings on Queen's Acres preparatory to the construction of the new depot at that place. The company's workmen are also engaged fencing in the track along Britannia terrace from Queen street west to the site of the new depot.

28/07/1888 *Ottawa Free Press**Chaudiere**Queen street*

A Chaudiere horse came near being badly hurt this morning by making a break for the C.A.R. crossing while the bars were being lowered. As it was, the animal, which was driven by a man named Armand of Hull, got a severe blow in the head which staggered it. The horse became frightened at the noise of an approaching train, and his driver could not hold him back from the crossing.

28/07/1888 *Ottawa Journal**Lachute**Gatineau Point*

A spark from a C.P.R. locomotive ignited the grass near the station at Gatineau Point, the flames were extinguished with difficulty.

28/07/1888 *Ottawa Journal**Sussex Street*

C.W. Spencer says the fuss raised about the Sussex street depot can be attributed to James McLaren Lumber who want to ship their lumber form the Lower Town depot. Prepared to keep the depot open, repair the bridges etc.--

Long article on the closed depot.

Today the depot stands a deserted pile of ruinous sheds. Here the ruins of one destroyed by fire stands in all their black ugliness, there one blown by a gale lies a heap of worthless lumber, and utterly useless. The yard resembles a vast howling wilderness, with lines of rusty rails running between masses of rank weeds, whilst cars, passengers, hacks, locomotives and employees are all conspicuous by their absence, and the silence of Goldsmith's deserted village reigns over the once busy scene. The only goods in the yard being a large pile of piles and an apparently dangerous quantity of petroleum. More.

31/07/1888 *Ottawa Journal**Chaudiere**Chaudiere*

The Canada Atlantic Railway Company have completed laying rails on their Chaudiere Extension to the terminus on Queen's Acre. The line has yet to be ballasted from Queen street west to the terminus.

31/07/1888 *Brockville Recorder**Westport*

Trains now running from Brockville to Westport.

Regular trains are now running over the B&W from Brockville to Westport. The train leaves Westport every morning at 8 a.m. calling at Newboro, Singleton's Corners, Elgin Road, Phillipsville and Delta and reaching Farmersville at 9:45. The run to Lyn is made in about an hour and, if the GTR is clear, the run from thence to Brockville occupies only a few minutes. Returning, the train leaves the GTR station, Brockville, at 2:25, arriving here at about 4 p.m. and reaching Westport about 7 p.m. On Thursday last the train consisted of engine and tender, five freight cars and a passenger coach. On Saturday over sixty passengers were on board as the train pulled out of Farmersville and on the return trip the number was about eighty. Yesterday the up train was well patronized by the travelling public and several boxcars were filled with freight. For a young road, the traffic over the B&W is already well developed.

31/07/1888 *Athens Reporter**Westport*

Regular Trains Now Running from Brockville to Westport

Regular trains are now running over the B&W from Brockville to Westport. The train leaves Westport every morning at 8 am calling at Newboro, Singleton's Corners, Elgin road, Phillipsville and Delta, and reaching Farmersville at 9:45. The run to Lyn is made in about an hour and, if the GTR is clear, the run from thence to Brockville occupies only a few minutes. Returning, the train leaves the GTR station, Brockville, at 2:25, arriving here at about 4 pm and reaching Westport about 7 pm. On Thursday last the train consisted of engine and tender, five freight cars and a passenger coach. There were 42 passengers on the train when it left the station. On Saturday over sixty passengers were on board as the train pulled out of Farmersville and on the return trip the number was about eighty. Yesterday the up train was well patronized by the travelling public and several box cars were filled with freight. For a young road, the traffic over the B&W is already well developed.

01/08/1888 *Ottawa Free Press**Carleton Place**Skeads Mill*

Skead's mills on the Richmond road were consumed by fire this afternoon.--The Eddy fire engine left for the scene by special train on the C.P.R. shortly before 3 o'clock. -- Owned by E.B. Eddy, known as Eddy's South Shore mill --

02/08/1888 *Ottawa Free Press**Canada Atlantic*

C.A.R. will put on service to New York.-- The first of the two new cars arrived yesterday morning and are perhaps the best equipped and most comfortable cars on the continent. They are called the "Kenosha" and the "Kastola" and have just been turned out of the Wagner company's shops--

02/08/1888 *Ottawa Free Press**Chaudiere**Chaudiere*

Locomotives 5 and 6 of the C.A.R., are engaged daily in drawing some 110 car loads of gravel from Booth's siding to the Chaudiere extension of the road. A monster steam shovel with a capacity of nearly two cubic yards a dip, is used in the work and loads a train of six cars in short order. The cars are self dumping. After the siding is exhausted gravel will be taken from Hurdman's Cut and Roxboro pit. The work of ballasting the extension, which now reaches to Bridge street, will probably take till the fall to complete.

02/08/1888 *The Equity, Bryson**Pontiac Pacific Junction*

Long article but much of it is illegible.

--the company are running their passenger and freight trains into Ottawa over the Aylmer branch of the C.P.R. using their new cars for which privilege they hand over every cent of their receipts on that portion of the line. --

03/08/1888 *Ottawa Free Press**Westport*

Trains have been running regularly this week on the Brockville and Westport railway, which is some 42 miles in length. The residents along the route are delighted at the sight of the iron horse speeding past their doors daily, farmers wives and daughters deserting their churns and spinning wheels, rush out to their doors and gaze upon the trains. The line is highly spoken of by those who have already travelled over it. The stage line is almost knocked out in consequence.

03/08/1888 *Ottawa Free Press**Canada Atlantic**locomotive*

Four new locomotives of heavy draught, manufactured at the Baldwin works, Philadelphia, Pa., will shortly arrive in this city for use on the C.A.R. Engine No. 11, which has been under repair in the workshops, resumed running yesterday.

03/08/1888 *Ottawa Free Press**Canada Atlantic**Moose Creek*

Grand Trunk ballast trains of 65 cars each are at present engaged in drawing gravel daily from the Moose Creek pit, on the C.A.R., for the new double track laid from Coteau to Cornwall.

07/08/1888 *Ottawa Free Press**Tramway**E.B. Eddy*

Messrs. Eddy & Co's. piling grounds opposite the Queen's wharf is filling up quickly and nearly all the lumber cut this season is being piled there. The company were at a disadvantage in former years as they had to draw the lumber so far, but since they inaugurated the locomotive system they can easily carry the lumber down to that piling ground. Their shipping facilities have been greatly improved this year.

07/08/1888 *Athens Reporter**Westport*

Timber for B&W Trestle over GTR Shipped From Westport

A portion of the timber for the trestle work on the B&W over the GTR between Lyn and Brockville passed through here last week. It was manufactured at Fredenberg's mill, Westport.

07/08/1888 *Athens Reporter**Westport*

Busy Time at Farmersville Station

Those who were at the station when the train came in on Saturday morning, witnessed a very busy scene. The incoming train consisted of engine, tender, eight freight cars, and one passenger coach. Sixteen teams were counted in the yard at one time, many of which were delivering cheese and hogs for shipment. Another car was added to the train, which steamed out with five cars of cheese, four cars of livestock, and a large number of passengers.

An Unexpected Trip on the B&W

Farmersville Now that regular runs are being made on the B&W, two local couples were just dying to try this new mode of conveyance, so last Saturday they started out on their own account. The party consisted of our genial young druggist, our cross country jumper, a curly headed school ma'am, and her friend from rural parts down east. Being at the station at the arrival of the 5:10, they entered the passenger coach and Conductor Flagg, with his customary courtesy, proceeded to show them around. "Let's ride a little way" said the school ma'am. So they asked Conductor Flagg if they could ride to the choke cherry tree, a half-mile down the track. The conductor gave a nod which they took to mean yes, and the train started and glided along so swiftly and smoothly that the excursionists took no note of the distance until one of them looked out and noticed they were heading fast toward Delta.

A frantic search of the train for the conductor failed to find him, and the train sped rapidly on. Visions of landing in Delta in disgrace and penniless were crowding around them when their shouts finally roused Bob, who had been enjoying a snooze in the baggage car, and he was persuaded to let them off on the track, much against his will. Forcing their way through a swamp, they struck the highway and meeting a farmer going in the wrong direction, they found they were only four miles from Farmersville. They started to walk down the road, which they followed for a distance of half a mile, when they decided to take to the track again, for easier walking.

And so, weary and footsore, the four trudged along until they saw a fire ahead, and came upon an Italian railroad worker eating his supper, which they found consisted of a big raw potato which he peeled with a two-edged dagger and his dessert was a bunch of choke cherries. As he knew very little English, they plodded on and reached Main Street just as the dark of the evening closed in. Never will they forget their first ride on the B&W.

07/08/1888 *Brockville Recorder* *Westport*

Timber for trestle over GT shipped from Westport.

A portion of the timber for the trestle work on the B&W over the GTR between Lyn and Brockville passed through here last week. It was manufactured at Fredenberg's Mill, Westport.

08/08/1888 *Almonte Gazette* *Prescott* *Prescott*

On Saturday evening a shocking accident occurred at the C.P.R. dock by which John Kinsler, a young man who resided on King street, lost his life. It appears that Kinsler was assisting in shunting some cars, and, as is usual, having to run up the track to move the switch, his sprang upon the step of the engine, but missing his foothold the wheels passed over both legs, crushing one above the knee and the other across the shin bone. He was carried home, and doctors Buckley, Field and Hart well in immediate attendance. Rev. Father Masterson also was present. Chloroform was administered, and it was decided to take off both legs as they were completely crushed. The one operation was performed and the doctors made a move to the other limb when it was observed that the sufferer had breathed his last... Prescott telegraph.

09/08/1888 *The Equity, Bryson* *Pontiac and Renfrew*

The building of the branch railroad from the Bristol iron mine, which is known as the "Pontiac and Renfrew" line, is being vigorously pushed and when completed will mark a new era in the history of mining in this county. The timber for the trestles is all out on the ground. The road will not be quite so wide as the Pontiac railroad, being only 66 feet from fence to fence, or 14 feet narrower than the P. & P. J. In securing the right of way the solicitor, Mr. Tetreau, has experienced little or no difficulty. There are now 150 men engaged in grading and there being no very great obstacles in the way it is thought the line will be completed in a short time.

There is no work going on at the mine at the present time. The three great shafts are filled with water and will not be touched until after the completion of the railroad.

Much discussion of the Russell mine which is within four acres of the new line of railroad.

09/08/1888 *Brockville Recorder* *Westport*

Contract for Brockville to Lyn Section

Messrs Lewis, Knowlton and Webster who have the contract for constructing that portion of the Brockville and Westport between Brockville and Lyn will begin work on the Brockville end on Monday next. A gang of men have been working on other portion of the contract for some time past.....

09/08/1888 *Brockville Recorder* *Westport*

Contract for Brockville to Lyn section.

Messrs. Lewis, Knowlton and Webster have commenced work on this end of the Lyn section of the BW&SSM Railway and have excavated across Cedar Street. The bridge over the GTR near Lyn is well under way. Telegraphic communications will be opened to Westport in a few days.

09/08/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Campbell's Bay*

About three weeks ago a car load of product of the Lawn mine was shipped from Campbell's Bay Ry. station for Wales, England, where it is said, the best establishment in the world exists for assaying purposes. If it is found practicable to work that mine the ore will be shipped at Campbell's Bay it being the nearest station to the mine. (silver)

10/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The C.A.R. extension steam shovel has been removed to a fresh cliff of clay at Booth's siding, the old one having been exhausted. Several large lumber piles had to be removed before this could be done.

Locomotive No. 6 of the C.A.R. is now engaged in drawing stone from the Flats, a large quantity of which lies west of Pooley's Bridge, for the Chaudiere extension.

10/08/1888 *Ottawa Free Press* *Canada Atlantic*

Second annual C.A.R. employees excursion to Clarke's Island - ten cars.

12/08/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

A young boy named Watkins, living on Bridge Street attempted to ride his bicycle across the new C.A.R. track on Bridge Street on Saturday. The attempt was not a success, as the boy came over the handles on to his head and received several scalp wounds.

15/08/1888 *Ottawa Free Press* *Chaudiere*

Train leaves Chaudiere 7.40, Elgin street 8.00 for Clarke's Island.

15/08/1888 *Almonte Gazette* *Pontiac and Renfrew*

The Bristol Iron Mining company, in which several prominent Ottawa capitalists are interested, intend building a branch railroad from the mine to connect with the P.P.J. at Billerica, the locating of which was begun last week. When the new line is completed they expect to develop the mine to its full capacity.

17/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

A glance around Britannia terrace shows that the residents are presently suffering somewhat severely from the construction of the C.A.R. Chaudiere extension. At present, as was pointed out by Ald Hutchison of the Board of Works on Wednesday, it is impossible, or next to it, for them to reach their yards with loads of coal or wood. Still anyone who has the slightest foresight can easily see that the construction of this line will, in time, greatly enhance the value of the property in this neighborhood.

18/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The ballasting of the extension of the C.A.R. at the Chaudiere is making good progress. The steam shovel has been removed to a fresh siding.

21/08/1888 *Athens Reporter* *Westport*

Unionville (Forthton) Fair and the B&W The running arrangements made by the B&W are very satisfactory. Special excursion trains will be run on the second and third days as follows: Leaving Westport at 8 am, calling at all stations and flag stations, and arriving at Unionville at 10:30 am to start on the return trip at 5 pm. Return tickets will be issued at the following rates: From Westport \$1.20; Newboro \$1.05, Singleton's 85¢, Delta 60¢, Lyndhurst 50¢, Farmersville 30¢. A special train will leave Brockville at 1 pm sharp returning leave Unionville at 5 pm. Fare for round trip 40¢. Stock and goods of all kinds intended for exhibition will be carried at regular rates and returned free, if not sold. Shutes for loading cattle will be erected at Unionville and at other points along the line.

In order to accommodate exhibitors who wish to send goods per railway the first day, but do not wish to go themselves later, the managers of the fair will receive exhibits so sent and place them in their proper places in the exhibition. Such exhibits may be addressed Superintendent of Fair Grounds, Unionville.

Mr. R.G. Hervey will exhibit (not for competition) several of the animals in his celebrated herd of Jerseys, some of which are worth \$2,000 each.

23/08/1888 *Brockville Recorder* *Westport*

A Trip on the B&W

Although some parts of the Brockville and Westport Railway track are not ballasted at all, the daily train which leaves Westport in the morning for Brockville and returns in the afternoon make good time.... The people in the back country are delighted to have the cars running.... From Brockville to Lyn the Grand Trunk track is used, including the Lyn branch till the station of the B&W is neared, where a switch leads on to their own line. The stations touched at are Lyn, Unionville, Farmersville, Delta, Elgin Road which also serves Phillippsville, Newboro and Westport and there will be a number of flag stations as well.... When the Brockville extension is finished, the road will be a great source of convenience and comfort.

Farmers Upset For Lack of Cattle Guards

Farmers are up in arms because the B&W railway has not carried out its promises to put up fences at crossings, and also make all crossings passable. There is nothing to keep the farmer's cows from getting on the track and it is impossible to get across the track on many roads. Driving from Lyn to New Dublin by way of Glen Buell, one has to cross four railway crossings which it is nearly impossible to do. One has to walk or scramble ahead, leading the horse while the rig tips and rolls and shudders from bump to bump.

23/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

John Swirl, the guidesman of the C.A.R. steam shovel at Booth's siding, accidentally fell off it yesterday and sustained a few bruises which, fortunately, were not serious.

The much wanted shelter for the gateman at the C.A.R. crossing on Queen street will now shortly be built. He stood his post well during the recent heavy rains.

24/08/1888 *Ottawa Free Press* *Ottawa City Passenger*

Accident involving streetcar No. 10.

27/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

A box car on the C.A.R. extension line suddenly collapsed off the trucks at the Queen street crossing about 2 o'clock on Saturday morning, while a gravel train was proceeding to the limit of the extension. The wreck was cleared off by daylight.

28/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

No 30 locomotive of the C.A.R. has been withdrawn from the Chaudiere extension, and Nos. 5 and 6 engines are now doing the work of hauling gravel. No. 30 brings in fine gravel from Moose Creek.

29/08/1888 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

A new coal hoist on a large scale has been placed on the C.A.R. between the station and the bridge across the canal. New machinery has been put in by the company to effect repairs to the rolling stock when necessary.

29/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

Engineer Jim Casey of the C.A.R. has been transferred from the extension ballast trains to the Montreal passenger services.

No. 5 locomotive will shortly go into the shop for repairs and will hereafter be used for heavy work on the main line.

The last train of earth from Moose Creek for the C.A.R. extension at the Chaudiere reached the city this morning. After today gravel will be drawn to the western [sic] extension from Clarke's Island to Rouse's Point.

30/08/1888 *Ottawa Citizen* *Canada Atlantic* *wood*

The C.A.R. is having a coal hoist placed in position at their depot.

30/08/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

When completed the C.A.R. extension at the Chaudiere will include eight tracks in all. Lumber shipments will be taken on the new extension next week.

The second track on the C.A.R. extension, which was laid down west of Pooley's bridge, has now been completed.

01/09/1888 *Ottawa Citizen* *Canada Atlantic*

At present the Canada Atlantic Railway is shipping an average of over 60 carloads of lumber per day into American markets.

04/09/1888 *Athens Reporter* *Westport* *Westport*

Business Very Brisk

Sat. September 1. Business on the B&W at this end is very brisk. Mr. Wardrobe's new bus is generally well filled going to and from the station.

The freight train came in after the passenger train on Saturday evening and loaded five cars with timber for the road from Fredenburgh's mill. Mr.

N. Whitmarsh shipped another carload of cattle and hogs this week.

06/09/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

What's the matter with the work which was to be so vigorously pushed on the P. & P. J.? The season is about ended and there is no work done since last fall.

08/09/1888 Ottawa Free Press Maniwaki

A piece of ground has been cleared near the Hull station where the rails for the Gatineau Valley railroad will be piled. Forty miles have been surveyed and operations can be begun at once. Several farmers who were asking exorbitant prices for the right of way through their farms have signified their intentions of accepting prices verbally agreed on at first.

08/09/1888 Canada Lumberman Chaudiere

At Ottawa the Canada Atlantic railway company have at last got their Chaudiere extension into working order. On Saturday September 8th, the first shipment of lumber was made over the new extension. The shipment consisted of thirty-two cars of lumber from Messrs. J.R. Booth's yards consigned to Messrs. Shepherd and Morse of Burlington. The company have men laying down platforms between the four terminating switches of the line where the lumber from the yards will be loaded. The idea of extending the tracks across Bridge street into Booth's lumber yards and also across on to Victoria island into Messrs. Brinson & Weston's yards has been abandoned until next spring and for the present the lumber for shipment will be loaded at the Crown acre station.

11/09/1888 Athens Reporter Westport

Stolen Fence Wire At Farmersville \$50 Reward
\$50 Reward - Brockville, Westport and Sault Ste. Marie Railway.

FIFTY Dollars reward will be paid for information which will lead to the conviction of any person connected with the stealing of fence wire from the roadway of this company in the vicinity of the stone road crossing west of Farmersville about the 5th inst. James Mooney, Superintendent.

11/09/1888 Athens Reporter Westport Newboro

One Horse Railroad

An item in a Perth paper last week says our railroad is a one horse one. Give us time, neighbor. Remember your Tay Canal with nary a horse!

11/09/1888 Ottawa Journal Canada Atlantic Elgin Street

The Canada Atlantic Railway company have come to the conclusion that their passenger terminus can be placed further up Elgin street with advantage. Mr. Mountain, the company's engineer has just completed plans and specifications for a new passenger station on the corner of Lewis and Elgin streets, on the east side of Elgin.

It may be remembered that before the Canada Atlantic line was built some years ago, the company purchases a large block of land from the Stewart estate extending from where their present station is to the corner of Lewis street facing on Elgin. It was the intention at the time to build the passenger station at the corner of Lewis street, which is fully a quarter of a mile nearer to the centre of the city than the present station. But when the city refused to pay the road the \$110,000 bonus which the Canada Atlantic people claimed, the company refused to enter the city and built their present station.

Now that the limits of the city have been extended to take in the present station, the company have concluded that they may as well bring their passenger depot as near to the centre of the city as possible. The work of constructing the new station and lines leading to it from the bridge across the Rideau canal will be commenced early next spring.

A PROBABLE UNION DEPOT

The move on the part of the company will be a decided advantage on the part of the public. The company, however, have a double object in building this new station. They argue that in a few years the proposed new station will be in the very centre of the city, which is rapidly expanding its limits south and west, and it is their intention to make the new depot a union depot. It is understood that the company will have made arrangements with the Vaudreuil and Ottawa road and the Gatineau Valley companies whereby these Ottawa Valley lines when completed run into this new depot, and then it is expected the C.P.R. will see it to be to their advantage to do so likewise.

The old depot on Elgin street will be converted into a freight office and the main line of the Canada Atlantic will remain the same, the Chaudiere being the proper terminus of the road at present.

11/09/1888 Ottawa Citizen Westport wood

The Brockville and Westport Railway takes eight hours to run about forty miles from Brockville to Newboro. Every time the train goes out it has to stop to take down three fences built across the track, much to the amusement of the American visitors; and every now and then they make the passengers get out and help wood up. Fact - Perth Expositor. Also in Renfrew Mercury 14 September, 1888.

13/09/1888 Hamilton Spectator Pontiac Pacific Junction

Big Railway Scheme Page 1 column 5

13/09/1888 New York Times Pontiac Pacific Junction

THE PONTIAC AND PACIFIC.

TORONTO, Ontario, Sept. 12.--It is understood that Mr. H.J. Beemer, Manager of the Pontiac and Pacific Junction Railway, at present in Paris, has succeeded in organizing a company of capitalists there with a capital of over \$860,000 to complete the Pontiac and Pacific line from Pembroke to Sault Ste. Marie, to lease or purchase from the Canadian Pacific Railway the North Shore Railway from Ottawa to Quebec, and to obtain from the Government running powers over the Intercolonial Railway to St. John. The Canadian Pacific Railway, for some time past has found the North Shore Road especially that portion from Ottawa to Montreal a burden, and it is learned on the best authority that the company is willing to get rid of the whole line from Ottawa to Quebec.

The scheme is a large one, and the new company includes the Hon. J.A. Chapleau, secretary of State, and prominent men in Canada. The object of this system of lines is to move Western grain from Minneapolis and the Canadian Northwest to the Canadian Winter ports for shipment. The argument used with the Government by the company in securing running powers over the Intercolonial Railway is that the new system of roads would be of great benefit to the country in case the American Government carries out its course of retaliation, as the amalgamated lines would make a direct line to St. John and Halifax. The Pontiac and Pacific Junction Road is now completed to within three miles of Pembroke, and will be completed to that place before winter sets in.

13/09/1888 Ottawa Free Press Canada Atlantic Elgin Street

The C.A. railway with their usual enterprise, have built unloading pens for live hog shipments which arrive at their Elgin street depot for local dealers. Messrs. Slattery and Thompson yesterday received two car loads of prize porkers by this road, from Essex Centre, Ont.

13/09/1888 Ottawa Citizen Pontiac Pacific Junction

It is reported that Mr. H.J. Beemer, of the Pontiac Pacific Junction Railway, has succeeded in floating in Paris bonds to an amount sufficient to extend the road through to Sault Ste. Marie. The road is now finished to within a few miles of Pembroke, with which town connection will be made this fall.

13/09/1888 Ottawa Citizen Pontiac Pacific Junction

Strangers travelling on the Pontiac Railway are sometimes surprised and a little annoyed at the many delays and stoppages of the train which occur while running between Aylmer and Fort Coulonge. The other evening there was a strange gentleman and lady on board, each also a stranger to each other. Between Billerica and Smith's Station the train, after a great deal of tooting from the whistle, slowed up and the gentleman found, by putting his head out through the window of the coach, that the cause of all the delay was a cow on the track. The animal was turned off and the train proceeded only a short distance when, after much whistling, it was brought to a stand still again. The lady filled, no doubt, with curiosity and displeasure at what appeared to her mind unnecessary delay, turned to the gentleman and asked, "Why has the train stopped now?" "Oh.", replied the gentleman, "I guess they have overtaken the cow again." - Bryson Equity. Also in the Renfrew Mercury 14 September 1888.

Accident on the C.P.R.

Between twelve and one o'clock on Wednesday morning a special freight came in from Arnprior, and when approaching the station here, instead of running on to the main siding, as was intended, a jack-knife switch near the station was opened on to the granary siding, causing the train to run foul of four boxcars standing on that track. Two of the latter were completely overturned, and the third slightly broken. One of the cars pitched off the track was loaded with flour, and the other with merchandise, but no damage of any account resulted to the goods. The tool car and a gang of men were brought from Carleton Place, and by 8:30 a.m. all signs of the mishap had disappeared. The total amount of damage is slight.

15/09/1888 *Ottawa Free Press* *Ottawa City Passenger*

The rail of the street tramway at the corner of Bank and Sparks streets is some two inches above the roadway and is exceedingly dangerous to passing rigs.

15/09/1888 *Ottawa Citizen* *Westport*

The Brockville and Westport Railway takes eight hours to run about forty miles from Brockville to Newboro. Every time the train goes out it has to stop to take down three fences, built across the track, much to the amusement of the American visitors; and every now and then they make the passengers get out to help to wood up. Fact - Perth Expositor

15/09/1888 *Ottawa Citizen* *Pontiac Pacific Junction*

Strangers travelling on the Pontiac Railway are sometimes surprised and a little annoyed at the many delays and stoppages of the train which occur while running between Aylmer and Fort Coulonge. The other evening there was a strange gentleman and lady on board, each also a stranger to other. Between Billerica and Smith's Station the train, after a great deal of tooting from the whistle, slowed up and the gentleman and lady put their heads out through the window of the coach that the cause of all the delay was a cow on the track. The animal was turned off and the train proceeded only a short distance when, after much whistling, it was brought to a stand still again. The lady filled, no doubt, with curiosity and displeasure at what appeared to her mind unnecessary delay, turned to the gentleman and asked: "Why has the train stopped now I?" "Oh," replied he "I guess they have overtaken the cow again." - Bryson Equity.

17/09/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The completion of the Canada Atlantic Railway Chaudiere extension is now almost accomplished as the many switches which were being laid during the last few weeks were on Saturday properly completed and ready for traffic. That the extension is now open for business is shown from the fact that during last night and today at noon fully one hundred freight cars had been shunted from the yards on Elgin street over the new line to the Chaudiere where they were today being loaded with lumber of all sorts and other materials by the different firms in the vicinity. J.R. Booth found use for fully fifty box cars, all of which were being loaded for shipments to Burlington, Vermont and other New England points. The Eddy Manufacturing Company also partook of the advantages of the new branch, which they say is very convenient, and were shipping carloads of pails, tubs and such like articles as are manufactured by them, to many places along this now famous line, which before caused them considerable inconvenience owing to the distances they had to convey their goods from Hull across to the Depot on Elgin street. On the whole the opening up of the extension has caused quite a boom in lumber circles around the Chaudiere, as all is bustle around the new yard today. The facilities for shipping are most perfect. A space forty feet wide is planked with 3-inch boards between the different switches throughout the length of the entire yard.

18/09/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The Chaudiere extension of the C.A.R. is now almost complete and yesterday a large number of cars were shunted on to the new line and run to the Chaudiere for lumber, Messrs. J.R. Booth and E.B. Eddy both took advantage of the opening, and nearly one hundred cars were loaded during the day.

18/09/1888 *Athens Reporter* *Westport*

Fence Wire Returned

The parties who stole a quantity of fence wire from the track of the B&W about two miles above Farmersville must have got frightened at the prospect of detection. A few nights after the advertisement offering a reward for the apprehension of the thief appeared in the Reporter, a portion of the wire was returned. The officials believe they have a clue that will lead to the detection of the guilty parties but wish to state that, if the balance of the wire is returned, they will overlook the matter. A word to the wise, etc.

21/09/1888 *Ottawa Free Press* *Canada Atlantic* *locomotive*

The Canada Atlantic railway company are to the front again, this time with an elegant new locomotive painted a sort of Turkish rouge in order to correspond with the already handsome appearance of the coaches. Both engine and coaches are now of the same color and really present a gay appearance. Mr. W. Actor is in charge of this new engine while S. Athelton assists as fireman. 414 is the number of the new venture.

21/09/1888 *Almonte Gazette* *Westport*

Killed on the Railway

James Hout, foreman of the telegraph construction on the Brockville and Westport, was killed a few days ago by being struck by a ballast train. He has no friends whose whereabouts are known. There was \$39 on his person.

21/09/1888 *Almonte Gazette* *Belleville* *Perth*

Thomas Burns of Perth, lost a finger in the car shops while working a rip-saw.

* * *

On Thursday morning of last week Mr. John Keyes, of Perth, lost a cow worth \$30 or \$40. It strayed on to the railroad and was run over,

21/09/1888 *Ottawa Citizen* *Maniwaki* *Hull*

Four carloads of rails for the Gatineau Railway arrived at Hull the other day. Mr. H.J. Beemer, president of the company, is expected to return shortly from France, when work on the road will be pushed forward with all possible haste.

21/09/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Evidence in the arbitration case between the Canada Atlantic Railway and the Chaudiere lumbermen regarding land on Britannia Terrace expropriated for railway purposes, was heard yesterday by arbitrators Hiram Robinson, C.R. Cunningham and Jas. Cunningham.

22/09/1888 *Ottawa Free Press* *Canada Atlantic* *Elgin Street locomotive*

Locomotive No. 5 of the C.A.R. went into the shop today for repairs, and will hereafter be used for passenger purposes.

22/09/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere wood*

The C.A.R. steam shovel will be moved on Monday from Booth's siding at the Chaudiere to Perley's Cut, the former pit being exhausted for ballasting purposes.

Another new platform is being put down at the C.A.R. extension on the Chaudiere and will much add to the accommodation for shipping lumber and grain in that section.

A new shunting engine, a hard coal burner, will shortly arrive for the C.A.R. for use at the new Chaudiere yards.

22/09/1888 Ottawa Citizen Chaudiere Chaudiere

The company's extension into the lumber piling grounds at the Chaudiere, is proving not only a great convenience, but it is effecting an unlooked for economy. For instance, with the regular force of men, the Eddy Manufacturing Company are now enabled to load three additional cars per day, and Messrs. Perley and Pattee are able to do away with one gang of men altogether.

25/09/1888 Ottawa Journal Ottawa City Passenger

The Street car company have put conductors on all the street cars during this week. This will materially shorten the time take to make the run between the Chaudiere and New Edinburgh.

(Note this was the week of the Fair)

27/09/1888 Manitoba Weekly Free Press Pontiac Pacific Junction

Ar Aylmer, Que., Judge Wertele gave a decision in the case of the Pontic & pacific Railway vs. the County of Pontiac for \$100,000 and costs in favor of the railway.

28/09/1888 Ottawa Citizen Pontiac Pacific Junction

The appeal entered by the Pontiac Pacific Railway Company against the decision of Judge Wurtele for the plaintiff in the case of Brady vs. the P.P.J.C. has been disallowed by the Court of Queens Bench at Montreal and the judgment of Judge Wurtele confirmed. The action is brought by the plaintiff against the defendant for non-construction of a cattle guard. The plaintiff's horses strayed upon the track and were killed.

28/09/1888 Ottawa Free Press Pontiac Pacific Junction

Several of the Pontiac county fathers who are in the city attending the exhibition say there is great indignation among the ratepayers over the lawsuit between the P. & P. J. R. Co. and Pontiac county. The suite, which was won by the county, involves an expense of over \$100,000 on the county.

28/09/1888 Almonte Gazette Kingston (CN) Mallorytown

An Italian working on the railway near Mallorytown slipped from the front of a ballast truck only to be run over and killed by a freight train.

29/09/1888 Manitoba Weekly Free Press Pontiac Pacific Junction

A New Outlet.

Toronto, Sent. 12. It is understood that Mr. H.J. Beemer, manager of the Pontiac and Pacific Junction railway, at present in Paris, has succeeded in organizing a company of £860,000 to complete the Pontiac & Pacific line from Pembroke to Sault Ste. Marie to lease or purchase from the Canadian Pacific railway the north shore road from Ottawa to Quebec, and to obtain from the Government running powers over the Intercolonial railway to St. John. The Canadian Pacific railway for some time past has found the North Shore road, especially that portion from Ottawa to Montreal, a burden, and it is learned on the best authority that the company is willing to get rid of the whole line from Ottawa to Quebec. The scheme is a large one, and the new company includes Hon. J. A. Chapleau, Secretary of State, and prominent men in Canada. The object of this system of lines is to move western grain from Minneapolis and the Canadian Northwest to the Canadian winter posts for shipment. The argument used with the Government by the company in securing running powers over the Intercolonial Railway is that the new system would be of great benefit to the country if the American government carries out its course of retaliation, as the amalgamated line would make a direct line to St. John and Halifax. The Pontiac & Pacific Junction road is now completed to within three miles of Pembroke and will be completed to that place before winter sets in.

01/10/1888 Athens Reporter Westport Westport

Fence Used as Fuel; Newboro Farmer Sues

It is said a farmer between Newboro and Westport is suing the railroad for using his rail fence to provide fuel for the train to get it to Westport, after it stalled before it had reached its destination.

William Dier Appointed Stationmaster at Westport Mr. William Dier has been appointed station master at Westport. There were nine applicants. The B& W is doing a rushing business since the fall fairs have commenced.

01/10/1888 Canada Lumberman Canada Atlantic

Two hundred and thirty-five car loads of lumber was shipped over the Canada Atlantic railway from Ottawa during a period of one week in October. Its destination was New York and Burlington.

02/10/1888 Athens Reporter Westport

Increasing Traffic - 4 out of 10 Cars With Cattle for New York Market

The traffic on the B&W is increasing all the time. This week ten cars passed down, four of these loaded with cattle for the New York market.

04/10/1888 Ottawa Journal Chaudiere

Two hundred and thirty-five freight cars were loaded at the Chaudiere on the C.A.R. extension during last week with lumber for Burlington and New York.

04/10/1888 Brockville Recorder Westport

B&W Bridge Work Over GTR

Messrs Lewis & Webster have commenced work on this end of the Lyn section of the BW&SSM railway and have excavated across Cedar street. The bridge over the GTR near Lyn is well under way. Telegraphic communication will be opened to Westport in a few days.

05/10/1888 Ottawa Free Press Chaudiere Chaudiere

A complete block took place on Queen Street, Chaudiere, shortly before noon today, owing to the time the railway gates were closed to allow of shunting.

05/10/1888 Almonte Gazette Kingston, Portsmouth and Cataraq

Isaac Lyn, of Kingston, while going home on a street car on Saturday night fell over the dashboard, when a wheelpassed over his head and crushed out his brains. He died instantly.

08/10/1888 Ottawa Free Press Chaudiere Chaudiere

Two locomotives of the C.A.R. engaged in hauling gravel from Moose Creek to the Chaudiere extension for some time past, have resumed operations in hauling from Booth's siding, a couple of miles west of the Queen street crossing.

09/10/1888 Ottawa Journal Pontiac and Renfrew

The grading of the lines of the Pontiac and Renfrew Railway, which is being built the special object of tapping the Bristol iron mine, will be completed, ready for the rails by the end of the present month.

09/10/1888 Athens Reporter Westport

Delta does Most Freight Business

Monday 01 October As far as we can learn, our station does the most business in carloads of freight of any on the B&W.

10/10/1888 Shawville Archives Portage du Fort and Bristol Branch

At the meeting of the stockholders of the P.D. Fort and Bristol Railway, held on Wednesday the 10th inst., the following board of directors were elected, Rev. A. Brunet, H. McLean, John Ramsay, Emerson Reid, P.B. Coyne, D.R. Barry and Wm. Beckett.

11/10/1888 The Equity, Shawville Pontiac and Renfrew

A meeting of the directors of the Pontiac & Renfrew R.R. Co. will be held in Portage du Fort today (Thursday), at which it is expected important business is to be transacted. We learn that preliminary surveys of the road are to be made shortly.

11/10/1888 Athens Reporter Westport

Brockville Freight Shed Nearing Completion
The freight shed for the B&W at the west end is nearly completed.

12/10/1888 Renfrew Mercury Belleville Perth car shop

Sixty men were discharged from the Perth car shops last week. The Expositor thinks it absurd that the C.P.R. should be giving out large contracts for cars to other shops when their own works can turn them out for less money.

12/10/1888 Almonte Gazette Carleton Place Britannia

Conductor Coleman of the C.P.R. who had charge of the special train run from Ottawa to Britannia during the summer for the convenience of Ottawa's citizens rustivating there, was presented with a purse and complimentary address by said citizens.

12/10/1888 Almonte Gazette Belleville Perth

An order has been received by the Perth car shops to discharge sixty of the employees. The Courier says that this is a hardship to the men, with the door of winter opening upon them, and is unaccountable in view of the action of the C.P.R. company in giving large contracts for construction of box cars to outside car-works.

15/10/1888 Ottawa Citizen Sussex Street Sussex Street

Lower Town's Railway

A Reply to the demand for reopening.

Once upon a time the commercial interests of Ottawa centered in Lower Town; and when in 1851 the first railway connection was to be provided, the promoters of the St. Lawrence and Ottawa Road, between this city and Prescott, were glad to accept the gift of a generous portion of land there on condition of placing their station upon it. Trade moved west and the St. L. and O. Railway Station dwindled into insignificance compared with that of the Chaudiere used by the Canadian Pacific lines. In 1884 the C.P.R. secured possession of the St. L. and O., the passenger traffic was diverted to the Chaudiere, and only a portion of the freight was brought in at the old depot. Latterly freight trains have been stopped also. The people of the neighborhood chafed at the loss of business and shrinkage in the value of their properties, and at length the City Council was prevailed upon to remind the C.P.R. people that they were under an obligation to the city to run trains into the old station.

FIRM, BUT CONCILIATORY

The company's reply to this communication was presented to the Acting Mayor Erratt on Saturday evening, at a meeting of the Finance Committee, of which he is chairman. The company refuses to acknowledge any such obligation as that claimed, claim that the public are better satisfied with the service to the Union station than at the Sussex Street station, and proceed to give reasons why, if they wanted to, they could not run trains into the latter. They claim that their bridge over the Rideau River is in such a condition as to make the passage of trains over it dangerous, and held that in the present unsatisfactory condition of the river, this bridge, or any better one replacing it, is liable to be carried away by the spring floods. And, comforting New Edinburgh at the expense of Ottawa Ward, they declare their intention of shortly erecting a station on the baby ward side, for the handling of local freight. This local freight will, of course, consist chiefly of Maclaren's lumber.

This ought to please Ald. Henderson, who is manager for the Maclaren business, but he wants more. As he told the committee, he would have the city endeavor to force the company to run trains into the old station, even if the aid of the courts had to be invoked. If they don't want to do this, he wants them to give up the property given for station purposes, so that some other railway may come in and use it.

UPPER TOWN NOT DISSATISFIED

When the frank admission - for a lawyer - that law and reason might not be the same, Ald. McVeity declared it unreasonable to seek to compel the railway to use a station which it had abandoned by reason of a change in trade. If the east end had suffered, the people of the west had been the gainers, and could not be expected to be a party to a fight in the courts against their own interests. The injury had been caused not to the city, but to certain individuals and these could, if they liked, take action for damages.

Another Upper Town representative, Ald. Gordon, was not inclined to get the city into a suit with the C.P.R. It would be too big a thing and have too much risk attached to it. He thought it probable that the majority of the public would hold that they were better served as is, and declared - despite Ald. Henderson's protest - that the business had gone from the railroad, not the railroad from the business. He suggested that those doubting the sentiments of the public might make the question an issue.

IN THE JANUARY CAMPAIGN

As an Ottawa Ward man, of course, Ald. Bingham had a word to say in favor of maintaining the Sussex Street station. He disputed statements that business had left the railway, declaring that there was now ten times as much done on Dalhousie and twenty times as much on Cumberland street as twenty years ago. Ald. Larose alone refrained from giving the committee the benefits of his views.

The Chairman turned the attack by producing a lawyer's letter, being an opinion obtained by the City Solicitor from A.J. Christie Q.C., to the effect that the city had a good case to take into court.

"Yes, a good one for the lawyers," someone dryly remarked, and when the suggestion was made that the opinion of the most eminent counsel should be obtained, it was silenced by the same skeptic, who gave it as his opinion that "these lawyers are all in the same boat."

In the meantime the CPR's letter will come before the Council without official comment from the Finance Committee.

16/10/1888 Ottawa Journal Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway company have made arrangements with the Crossen Car Company of Coburg for the purchase of seven new passenger cars which will be added to their service between Ottawa and Coulouge.

16/10/1888 Ottawa Journal Maniwaki

After many years waiting, the people of the Gatineau now have good reason to believe that the much talked of Gatineau Valley Railway will be constructed next summer. Fifty-six carloads of rails are now piled up at the Hull depot and ties sufficient to construct fifty miles of the line are stored at the Peche. A gentleman interested in the scheme informed a Journal reporter this morning that there are now at Hull sufficient rails to construct the first fifty miles and that large shipments including the balance required will be shipped to Hull during the coming winter. Early next spring the work of grading the line will be started from the Peche and Hull simultaneously and that distance twenty miles completed within as short a time as possible. Construction trains will be placed on the work and it is expected that before the end of next summer the line will be fully equipped and in running order to North Wakefield from which point the work of construction will be pushed with all dispatch to the River Desert, the northern terminus of the proposed line which is exactly 100 miles from Hull.

Mr. H.J. Beemer, the president of the company, while in England arranged for the shipment of all the rails required for the construction and upon his return to Canada will make arrangements during the coming winter for the purchase of construction equipment and supplies and get everything in readiness for the commencement of work next spring.

16/10/1888 *Ottawa Citizen* *Sussex Street* *Sussex Street*

Discussion in Council on CPR letter. Agreed to have the lawyers make up a case for forcing CPR to provide service.

18/10/1888 *Ottawa Journal* *Chaudiere* *Chaudiere*

The Canada Atlantic Railway Company have a large gang of workmen engaged on building a cribwork on the embankment facing Britannia terrace, on which it is proposed to lay another siding track for lumber cars. The space between the tracks has been planked for a distance of one thousand feet from the end of the track on Bridge street, making room for the loading of some forty cars in one train.

18/10/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The C.A.R. are further extending their platform for the lumber business so as to enable them more rapidly to ship.

19/10/1888 *Renfrew Mercury* *Kingston (CP)* *Kingston*

The Kingston car works are completing an order for 200 cars for the C.P.R., 100 cars for the K. & P.R. railway and a \$3,000 snow plough for the Manitoba and North-western Railway. Two hundred men are employed.

19/10/1888 *Montreal Gazette* *Ottawa, Waddington & New York*

The directors of the Ottawa, Waddington & New York Railway and Bridge company held a private meeting in the Russell house this afternoon. Ottawa will be asked to grant a bonus of \$50,000. New York capitalists are negotiating to build the road. The following directors were elected : Messrs. W.J. Anderson, Hon. Jas. Redington, Alex. Farlinger, J.J. MacCracken and Mrs. Grace Keefer.

19/10/1888 *Ottawa Citizen* *Ottawa, Waddington & New York*

OTTAWA AS A HUB

The Advantages Derivable From an Old Railway Project.

Said Now to be on the Verge of Realization - Annual Meeting of the Ottawa, Waddington and New York company - Election of Officers- Ottawa Men Appointed to the Board.

Tit has been for many years the endeavour of residence of the section of country about Metcalfe, Winchester Springs and other places between Ottawa and the St. Lawrence River, to secure railway connection, but without success so far. Ottawa has looked on with considerable interest, because, in every scheme proposed Ottawa has been the objective point on the north.

The stockholders of one of these projected lines - the Ottawa, Waddington and New York Railway - had their annual meeting here yesterday afternoon, at the Russell house. At this the following Board of Directors were elected : T. C. Keefer, Mrs. Grace Keefer and Mr. J.I. MacCracken, Ottawa; Dr. W. J. Anderson, Smith's Falls; Chas. Odell, Montreal; Alexander Farlinger, Morrisburg, and Hon. James Redington, of Waddington, N. Y. This Board of Directors chose officers as follows:

President - Chas. Odell, re-elected.

Vice-president - Dr. W. J. Anderson.

Secretary and Treasurer - Capt. Alex. Farlinger. These, with Mr. T.C. Keefer, will constitute the Committee of Management.

According to the reports presented yesterday, the prospects for the early construction of the road are good, a New York capitalist of first-class standing having taken hold of the scheme. The company have a bonus of \$3,200 a mile from the Government, and they are endeavoring to obtain from the municipalities through which the road will pass, bonuses sufficient to pay for the right of way.

Morrisburg has promised \$10,000; and Winchester Springs is said to be likely to give \$15,000. It is hinted that Ottawa city would not be doing too much by giving \$50,000, and that this would prove a paying investment.

he company, the directors state, expect to commence construction this fall. The distance from Ottawa to the point on the St. Lawrence at which they have received authority to place a bridge, is only about 40 miles, and they would pass en route through the thriving villages of Metcalfe and Winchester Springs. If on the United States side the road should go straight to New York, following a route already surveyed over the Adirondacks, it will make the distance from Ottawa to New York only 372 miles, much shorter than by any existing route. It is pointed out that the freight brought in this direction by the Pontiac Pacific, the Gatineau Valley, and other roads converging at the city, naturally seeks an outlet not east but south, and that to this trade the Ottawa, Waddington and New York road would be very valuable. Taking lumber south and Pennsylvania coal north, this new commercial highway would be of double benefit to the city. The directors are making special effort to actively interest Ottawa in the road, and with this end in view have, as will be noticed, put two new Ottawa men on the board - this being messrs. T. Keefer and J. I. MacCracken.

19/10/1888 *Renfrew Mercury* *Belleville* *Perth car shop*

It seems that the C.P.R. car shops at Perth will hereafter be used only for repairing purposes. No more cars will be built there after the present series are finished.

19/10/1888 *Renfrew Mercury* *Chalk River* *Arnprior*

The centre pier of the C.P.R. iron bridge at Arnprior has recently been rebuilt with solid masonry.

19/10/1888 *Almonte Gazette* *Kingston (CP)* *Kingston*

The car works in Kingston are completing an order for 200 cars for the C.P.R. and 100 cars for the K. & P. railway and a \$3,000 snow-plough for the Manitoba & North-Western railway. Two hundred men are employed.

19/10/1888 *Renfrew Mercury* *Westport*

The first run off on the Brockville and Westport railway occurred on Friday near Phillipsville, when a car loaded with cattle left the track and rolled down a steep embankment. Three of the cows were instantly killed and four of the others had to be killed.

24/10/1888 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway company have nearly completed their new coal sheds at the Elgin street depot. They will have a capacity of 22,000 tons of coal.

24/10/1888 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The Canada Atlantic extension has given no end of satisfaction to the lumbermen. There are now three yards along the line, the object being to enable the company to take the green lumber from the mills, convey it to these yards about a mile and a half distant where it is piled up to dry for shipment direct to its destination in the States. Carting and extra handling is done away with and in addition the lumber is piled outside the city limits in open piling grounds where it dries much quicker than in the damp atmosphere of the Chaudiere. During the last week 942 carloads of lumber were taken from the end of the extension to the track at Crown acre and piled in these new grounds.

25/10/1888 *The Equity, Shawville* *Pontiac and Renfrew*

The Iron Mines branch railway is progressing rapidly towards completion. The grading and trestle work will be finished this week. As soon as this is done a new roasting furnace will be erected and those already built will be thoroughly repaired, so that when the road is ready for traffic, mining will be resumed with renewed vigor.

25/10/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

During the past ten days the Canada Atlantic Railway has carried nearly 1,200 carloads of lumber from their Chaudiere extension to the piling grounds west of Pooley's bridge. The extra ground there proves an great boon to Chaudiere lumbermen who were cramped for room at their yards.

26/10/1888 Ottawa Journal Maniwaki Hull

Sixteen more car loads of rails arrived at the Hull depot yesterday for the Gatineau Valley railway company.

26/10/1888 Ottawa Citizen Maniwaki Hull

Sixteen more carloads of rails arrived in Hull yesterday to be used in the construction of the Gatineau Valley Railway.

26/10/1888 Almonte Gazette Belleville Perth

More New Cars.

The Perth Expositor says: orders have been received at the Perth car shops for the construction of 100 stock cars. On the old order there are still 200 freight cars and 14 conductor's vans to be built, as well as some other work. With a force of about 110 men four freight cars per day and one conductor's van per week are being turned out. About 80 cars of oak have been received during the past two weeks, and there is enough lumber in the yards to run the shops for a year, which does not look much like building no more new cars at Perth, as reported from Kingston.

26/10/1888 Renfrew Mercury Belleville Perth car shop

An order for 100 stock cars has been received at the Perth car works. The Courier says that this disposes of the rumor that the car shops were to be used simply for repairing.

27/10/1888 Ottawa Free Press Chaudiere Chaudiere

The amount of carloads taken daily from the Canada Atlantic is somewhat surprising. Yesterday nearly one hundred carloads were drawn to the piling grounds west of Pooley's bridge.

27/10/1888 Ottawa Free Press Prescott Chaudiere

The new C.P.R. siding has been finished to the Barnes & Co. shoo factory.

29/10/1888 Ottawa Free Press Chaudiere Chaudiere

The Canada Atlantic Railway carried away about seventy-five carloads of lumber from their Chaudiere extension Saturday last.

30/10/1888 Hamilton Spectator Pontiac Pacific Junction Parker's

On Saturday a train on the Pontiac and pacific railway ran into fivehorses standing on the track. The train was derailed. Fireman Langhorn was scalded, but will recover. The horses were killed

30/10/1888 Ottawa Citizen Pontiac Pacific Junction

A serious accident occurred on the Pontiac Pacific Junction Railway on Saturday afternoon. It seems that a farmer living on the line allowed one of his gates to remain open and a number of horses strayed upon the track. An up train coming quickly around a curve ran down five of the animals, the locomotive and tender being thrown from the track. Fireman Edward Langborn was badly scalded but is doing well. The other hands escaped by jumping.

31/10/1888 Montreal Gazette Pontiac Pacific Junction

The Pontiac & Pacific Junction railway has ordered seven passener cars from the Crossen works in Port Hope.

31/10/1888 Ottawa Journal Pontiac Pacific Junction

P.P.J. bonds - long article on the court case.

01/11/1888 The Equity, Shawville Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway Company have made arrangements with the Crossen Car company of Coburg for the purchase of seven new passenger cars, which will be added to the service between Ottawa and Coulonge.

Bad accident on the P. & P. J. R. Illegible.

01/11/1888 Brockville Recorder Kingston (CN) Brockville

GTR Work on Manitoba Siding

The work on the GTR double track between Brockville and Lansdowne is expected to be completed before the end of next week. The contractors, who have also the contract for lowering certain grades on the old road bed, have already begun that work, and the new track from the Manitoba siding to the Lyn crossing is now being used for general purposes. The grade in the heavy rock cutting this side of the Lyn station is now reduced. The contractors have a very large force of men at work and expect to push it through rapidly.

02/11/1888 Ottawa Free Press Carleton Place Ottawa, Broad Street

At the C.P.R. station this afternoon a very interesting and curious trial was made of a new track weighing machine.

02/11/1888 Ottawa Free Press Canada Atlantic Elgin Street

The yard room at the Canada Atlantic railway station has become so limited owing to the rush of business that two extra long sidings are now being put down.

02/11/1888 Ottawa Free Press Ottawa City Passenger

A horse attached to a street railway car raised a grand rumpus on Sparks street about noon today, and blocked the line for about a quarter of an hour. The animal turned rusty and refused to move, kicking and rearing whenever urged on. A second car with passengers came up behind and had to wait. Finally the animal was conciliated and condescended to go off at a good round pace.

02/11/1888 Ottawa Free Press Chaudiere Chaudiere

The C.A.R. extension at the Chaudiere will be finished in two week's time when the filling up will be finished.

Some fifty carloads of lumber is the daily average now taken by the C.A.R. from the Flats to the piling grounds.

02/11/1888 Ottawa Journal Chaudiere Chaudiere

The Canada Atlantic Railway have now nearly completed their coal sheds at the Union depot which when completed will have a capacity of 25,000 tons.

02/11/1888 Almonte Gazette Portage du Fort and Bristol Branch

Projected District Railway.

The Portage du Fort and Bristol Branch Railway company will probably begin the work of construction next spring. Directors were elected recently as follows: Rev. Father Brunet, Wm. Reckett, P. B. Coyne, G. E. Reid, D. K. Barry, Portage-du-Fort; Hector McLean, of Quio, and John Ramsay, Bristol Corners. The officers subsequently appointed are as follows: President, Father Brunet; Vice-president, H. McLean. The road will run from Portage-du-Fort to Bristol, on the Pontiac and Pacific railway. There are two iron mines, both partially developed, along the projected route, which traverses the most fertile section of Pontiac county. Portage-du-Fort boasts of splendid water power, and has half a dozen marble quarries at her doors. - Chronicle.

Smiths Falls News

KINGSTON AND S.F. RAILWAY. - The proposed bonus of \$25,000 is the subject of considerable discussion, and a good deal of quiet opposition is developed. If submitted some missionary work will have to be done before it is carried. The chief grounds of opposition are the illiberality of some of the landholders who derive the principal benefit, and the dissatisfaction at the little done by the C.P.R. compared to what was promised.

05/11/1888 *Ottawa Free Press* *Tramway* *E.B. Eddy*

The Eddy Manufacturing company of Hull is building a large shed on the edge of the Ottawa river at the Hull ferry landing which will be used as a coal depot for the new engines and for boats and vessels calling.

05/11/1888 *Ottawa Free Press* *Ottawa City Passenger*

A smash up occurred on Sussex street about two o'clock Saturday afternoon, when one of John Graham, the New Edinburgh gardener's heavy carts collided with a Canadian's light side bar buggy. A small boy was driving Mr. Graham's horse at the time, and was unable to manage it while crossing the street car tracks, which account for the collision.

06/11/1888 *Ottawa Free Press* *Ottawa City Passenger*

The street car track was once again the cause of a waggon coming to grief. The waggon was an express, the property of Mr. G. Gratton, and was drawing ashes with which to cover his yard, when crossing the track at Sapper's bridge, the wheel was wrenched off, and the whole load dumped on the roadway.

Several more fine new streetcars similar to the one recently placed on the line will be added to the rolling stock of the Street Railway company next season. They will be constructed at Toronto.

06/11/1888 *Athens Reporter* *Westport*

Telegraph Reaches Westport

The B&W telegraph line reached here this week. It is understood that the line will not be extended further at present.

07/11/1888 *Ottawa Free Press* *Chaudiere* *Bridge Street chaudiere*

In backing some freight cars on the Canada Atlantic extension Monday a G.T.R. car was pushed over the tracks on to Bridge street. While endeavoring to raise it on the rails, the wheels in the rear came off, having become fast in the mud of immediately on the other side of the crossing.

08/11/1888 *Athens Reporter* *Westport*

Ballasting Work Reaches Farmersville Brockville Recorder

The work of ballasting the B&W has reached as far as the station at Farmersville.

08/11/1888 *Ottawa Free Press* *Ottawa City Passenger*

Yesterday a horse belonging to Felix Belanger made a bolt from Sussex street and got into a collision with a street car. The result was a general smash up to the detriment of Mr. Boulanger's cart.

09/11/1888 *Almonte Gazette* *Kingston, Portsmouth and Cataraq* *Kingston*

The Kingston City Council has purchased the street railway, and find it will take quite a sum to put the tracks in a safe and efficient condition.

09/11/1888 *Almonte Gazette* *Chalk River* *Chalk River*

KILLED ON THE C.P.R.

Nelson Tetlock, of Carlton Place, the victim of a terrible accident.

This week's Herald gives the particulars of an accident that occurred on the C.P.R. near Chalk River last Saturday evening, whereby Albert Nelson Tetlock, of Carlton Place, a brakeman on the road met his death. A heavy freight train coming east, in charge of conductor Stevenson, left Chalk River about 7:30, and when about a mile out the train became divided by the breaking of a coupling pin, part of it going on with the locomotive, and the other cars following at a good speed, as the incline had been overcome when the coupling broke and the train was now on a downgrade.

The accident was soon discovered, and those in the rear cars were engaged in putting on the brakes when the engine reversed with the forward cars to make the coupling again. Tetlock was at his post on the top of a boxcar, on the first section, waiting for the others to close up as it were, and, it being dark, did not notice that between him and the boxcars in the distance were a number of flats, when suddenly the crash came, poor Tetlock was thrown into the air, and his lifeless body was afterwards found between two of the flats, his head crushed and neck broken. Ten cars were derailed and smashed to pieces - flats, two box and three cattle cars. Six head of cattle were killed outright and two more had to be butchered to put them out of agony. The remainder of the cattle, which were from the ranches in the North-West, were freed from the wreck and allowed their freedom for a time. When the sad news reached Carlton Place a wrecking train was immediately dispatched to the scene of the accident, and several friends of the deceased young man went with it. The body was dressed and coffined and brought home on Sunday evening. Nelson Tetlock was the eldest son of Mr Henry Tetlock of C. Place, was only 21 years of age, and was married on the 16th of November last, hardly a year ago. His untimely end is a very severe shock to his young wife and bereaved parents. He was a member of the Independent Order of Foresters (having been initiated only last Tuesday night) and the O.Y B's., and these societies have done what they could to ease the sorrow of the afflicted family. The funeral took place on Tuesday, and was a very large one. The young widow of deceased will get \$1,000 indemnity from the Foresters.

12/11/1888 *Ottawa Journal* *Chaudiere* *Chaudiere*

The Canada Atlantic Railway company have a number of workmen engaged in building a small station house at Crown Acre facing Bridge street. This station will be used only as a freight depot.

13/11/1888 *Ottawa Free Press* *Prescott* *Chaudiere*

The C.P.R. are presently putting down a new siding to the shock factory. Messrs. Barnes & Co's. concern is much improved by the introduction of the incandescent electric light.

14/11/1888 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The C.A.R. have completed the erection of the new coal sheds at the Elgin street depot. As soon as the sidings leading to the sheds are completed they will be ready to receive winter supplies of coal.

16/11/1888 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa*

The Kingston News says that when the Kingston and Smith's Falls line is built it will, in all probability, carry fully 40,000 tons of coal to the Ottawa Valley which is now being sent via Brockville. The coal will be brought from Oswego in vessels and shipped on the new line to Smiths Falls.

16/11/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

A neatly painted caboose has at length been constructed at the Chaudiere end of Pooley's bridge for the gateman at the Queen street crossing of the Canada Atlantic extension. A miniature coal stove and comfortable fittings in the interior will prove a boon to the official in charge during the winter months.

16/11/1888 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway will begin to receive the winter supply of coal in their new sheds by the end of this week. The new sheds are almost complete, with the exception of the sidings, which will be in working operation shortly.

17/11/1888 Ottawa Free Press Sussex Street Sussex Street

Yesterday afternoon a party of loafers made the old St.L. & O.R.R. ground the scene of a dog fight and for a time two dogs tore and bit at each other for the sport of the worst brutes than themselves. --

19/11/1888 Ottawa Free Press Ottawa City Passenger

The city street cars experienced their first snow season difficulties this morning, when the 8 o'clock car got off the rails near the corner of Rideau and Sussex streets and was some minutes before it could be got on again.

19/11/1888 Ottawa Citizen Ottawa City Passenger

The condition of the streets along the track of the street railway is in many places, notably on Sparks Street, disgraceful in the extreme. It would not be tolerated in any other city than Ottawa.

19/11/1888 Ottawa Free Press Chaudiere Chaudiere

The construction caboose of the Canada Atlantic was run in on the new Chaudiere extension yesterday morning and a gang of navvies were immediately set to work laying in a new switch. Some thirty cars were ready for shipment hence the need for putting the men to work yesterday in order to get them off early this morning.

20/11/1888 Ottawa Journal Ottawa Terminal

Messrs. Piney, Christie & Christie, solicitors, give notice of application to the Dominion Parliament at the next session for the incorporation of the Ottawa Terminal Railway & Bridge Co. This is nothing less than a scheme to build a large union depot in Centre Town into which all railways running into Ottawa will converge.

A Palatial Depot

It is proposed to erect a palatial depot in the vacant lot at the east side of the canal, adjoining the government military stores and fronting on Sapper's Bridge. The company also propose to build a railway along the east bank of the canal from Deep Cut. This line, it is proposed, will then extend underneath the bridge and on a high level to Sterling's Wharf thence directly across the Ottawa River to market square, Hull where it is also contemplated the Canadian Pacific, Gatineau Valley and Pontiac and Pacific Junction Railways will erect another depot. More.

20/11/1888 Kingston Whig Standard Pontiac Pacific Junction Parker's

A short time ago a train on the Pontiac Pacific Railway was derailed near Parker's Station by running down and killing five horses which had strayed on the track owing to the carelessness of a farmer named Courneau in leaving open the gate of a field in which the horses were kept. Damage to the extent of \$7000 was done to the train. On Saturday Courneau was tried before Stipendary Magistrate S. Julien at Aylmer and fined \$20 for his carelessness in leaving the gate open, and the company will sue him for the damage done..

21/11/1888 Ottawa Citizen Ottawa Terminal

General speculation was indulged in in the city yesterday as to the meaning of the notice printed in the Citizen yesterday morning, that application would be made to Parliament next session for incorporation of "The Ottawa Terminal Railway and Bridge Company", for the construction of a line of railway in the cities of Ottawa and Hull, from a point on the east bank of the Rideau canal at the boundary between original lots G and F in concession D, and thence along and within four hundred feet of the canal, passing under Sappers and Dufferin bridges and along the shore of the Ottawa river to the neighborhood of Stirling's Brewery, thence by a bridge to Albert street in Hull, and along Albert street to the neighborhood of Court House Reserve. Power is also asked to build a passenger bridge in connection with the other.

More - heading off of the Rockcliffe railway bridge scheme - lumbermen can get great piling grounds at the Deep Cut.

A contemporary idea of a central passenger depot on the site of the strongly fortified plot adjoining the militia stores, furnished occasion for no little merriment.

Would also make a link with the PPJ and Gatineau Valley Railways

More.

21/11/1888 Montreal Gazette Pontiac Pacific Junction

A RAILWAY RUMOR,

Which has a Tinge of Improbability, Revived in Ottawa.

(From our own correspondent)

Ottawa, November 20. The rumor is revived here that negotiations are in progress for the acquirement of the Canada Atlantic railway by the Canadian Pacific, and that arrangements will very shortly be completed. The scheme, it is said, involves the lease or sale by the Canadian Pacific railway to the Pontiac Pacific of the line from Hull to Montreal, the Canadian Pacific railway making connection with Montreal by the Canada Atlantic to St. Polycarpe and thence by the short line from Toronto.

23/11/1888 Ottawa Free Press Chaudiere Chaudiere

The workmen engaged in filling in the C.A.R. extension will finish up their work tomorrow and be withdrawn to other sections of the line.

23/11/1888 Ottawa Journal Canada Atlantic Elgin Street

The Canada Atlantic Railway Co. have received several large shipments of coal which they have stored in their new coal sheds. Heretofore all coal shipped to the city on the C.A.R. had to remain in the cars until removed by the dealer who owned it.

23/11/1888 Renfrew Mercury Chalk River Carleton Place

Fifteen employees of the C.P.R. shops at Carleton Place were discharged a week or so ago, - the Company, however, promising to give them first chance when the needs of the service demand more help. Altogether, the Central Canadian says, one thousand men have been dismissed.

23/11/1888 Almonte Gazette Pontiac Pacific Junction Parker's

A Pontiac and Pacific Railway train ran into and killed five horses two miles west of Parker's station a short time ago. The train went off the track, and the damage to rolling stock amounted to \$7,000. The accident had its sequel at Aylmer on Saturday, when magistrate St. Julian fined a farmer named Corneau \$20 for carelessly leaving his farm gates open, enabling the horses, not his property, to get on the track. The company will also sue him for \$7,000, to recover the lost sustained by the accident. Notice of appeal from Magistrate St. Julian's decision has been given.

23/11/1888 Ottawa Free Press Canada Atlantic locomotive

Two new locomotives and a couple that have been in the workshops for repairs will be added to the rolling stock of the C.A.R. next month.

26/11/1888 Ottawa Free Press Chaudiere Chaudiere

The last load of ballast arrived at the Chaudiere extension Saturday afternoon. It was no sooner scattered than a force of carpenters were put on to work on the plank walk which completes the extension so far.

There is no danger of any more freight cars being shunted over the side walk on Bridge street as the C.A.R. have recently erected five butters to prevent it. Passengers going that way daily accordingly feel somewhat relieved from accidents.

28/11/1888 Ottawa Journal Canada Atlantic Elgin Street

The C.A.R. are putting down new siding tracks for the accommodation of cars laden with coal at the Elgin street depot.

30/11/1888 Ottawa Free Press Ottawa City Passenger

Another wheel of an express wagon came to grief on the street car track on Sussex street this morning.

30/11/1888 Hamilton Spector New York, St. Lawrence and Ottawa

John F. Wood MP was in the city today. He says that it is intended to push on the New York, St Lawrence and Ottawa railway for which authority was granted last session. Under the act the company is authorised to lay out construct and operate a railway from a point in or near Ottawa to Brockville, or to a point between Brockville and Westport on the line of the Brockville ,Westport and Sault Ste. Marie railway.

30/11/1888 Renfrew Mercury Westport

A trestle on the Brockville and Westport Railway fell last week, causing considerable damage. It was propped ready for filling in, and it is supposed that mischievous boys removed the supports and the strain caused a large section to give way.

01/12/1888 Ottawa Free Press Chaudiere Chaudiere

A number of Canada Atlantic railway cars are at present being laden with grain at the Chaudiere for transport for McKay & Co.

01/12/1888 Ottawa Journal Sussex Street Sussex Street

The following appears in the Canada Gazette today:

"The St. Lawrence and Ottawa Railway Company will apply to the Parliament of Canada, at the next session. For an Act directing the proceeds of the sale of certain of its lands to be applied in improving its property or redeeming its bonds and authorizing it to change the position of one of the termini in the City of Ottawa and for other purposes."

The latter clause is taken to mean, by those who claim to know, as a clincher, to establish the C.P.R. right to close the Lower town depot.

01/12/1888 Canada Lumberman Canada Atlantic

The Canada Atlantic railway seems to be carrying far more lumber from Ottawa this year than any other road. As many as one hundred cars in a day have been shipped by this line.

01/12/1888 Canada Lumberman Canada Atlantic Chaudiere

An exchange, speaking on lumbering in the Ottawa Valley, says that although the present yards are overcrowded, it will not be long be for long, as the Canada Atlantic Railway and the firms of J.R. Booth and Perley & Pattee have workmen engaged in laying tracks in the new yards of the latter, on the line of that road, a little over a mile from the mills. This railway has been extended almost into the heart of the lumber district, the station being but a few hundred yards from the two firms above mentioned, Bronson & Weston Lumber Co., and Pierce & Co., as well as Barnes & Co's box shook factory. Therefore a great saving is expected, as the lumber is taken almost directly from the saw to the yards by rail, much cheaper than by ordinary wagons, and when dry, it can be shipped directly to his destination, and another advantage, the ground being high and open, it is expected that the lumber will season quicker than in the overcrowded vicinity of the mills. But for this extension most of the mills would have been obliged to shut down long ago for want of piling room.

03/12/1888 Ottawa Journal Buckingham

It is expected the branch train from the main North Shore line up to the village will stop running in a week or so. It would have ceased already but that Mr. A.D. Cameron has a thousand cords of wood or so to move.

03/12/1888 Ottawa Journal Pontiac Pacific Junction

A new post office called Maryland has been opened in the township of Bristol on the line of the P.& P.J.R. Jno. R. Bell, Postmaster.

03/12/1888 Ottawa Free Press Ottawa City Passenger

Owing to the business of the Street Railway company being slack at present the company is running one car less. It is remarked that on account of this reduction cars will pass a given point every half an hour instead of every quarter of an hour as heretofore.

03/12/1888 Ottawa Free Press Canada Atlantic Chaudiere Junction

The Canada Atlantic Junction at the Chaudiere, which is capable of holding 200 cars, is almost filled. A lively winter is anticipated in shipping. A large quantity of lumber will be exported and grain and potatoes brought in. Mr. Shaughnessy's present office is shortly to be replaced by a larger one in order to give better accommodation.

03/12/1888 Ottawa Free Press Chaudiere Chaudiere

The C.A.R. gatekeeper at Pooley's bridge, Chaudiere, has been given comfortable quarters for the winter, a neat and comfortable cabin having been erected for his use.

03/12/1888 Ottawa Citizen Sussex Street Sussex Street

Hon. R.W. Scott, the local solicitor for the C.P.R. told the reporter of an evening contemporary that he had advised the company to sell the Lower Town station. The burden of municipal taxes upon their property was an onerous one for a large railway corporation. He thought Ottawa was behind other Canadian cities in aiding railway construction. If the city had any enterprise it would buy the property, and hold it to be offered to the Ottawa and Vaudreuil or some other railway, which would make its terminus in Lower Town. As for the city's contribution towards purchasing the ground for the Lower Town terminus, Mr. Scott said the city gave the free use of McTaggart Street for a railway track, but the land for the station was purchased by the company from individuals or the crown.

04/12/1888 Ottawa Free Press Canada Atlantic locomotive

J.R. Booth's locomotive is being renewed in the Canada Atlantic shop.

04/12/1888 Athens Reporter Westport

Conductor Flegg Marries Tressa Allen

The popular B&W conductor Bob Flegg was married in New York on Wednesday to Miss Tressa Eva Allen, and took the train the next day for Westport, and passed up the line again on Thursday. They received a great ovation at every station.

04/12/1888 Athens Reporter Westport

Name Change - Farmersville to Athens

At the Counties' Council last week, Deputy Reeve Berney presented the petition praying for the incorporation of our village and for the change of name to Athens. The document was signed by 68 freeholders and 61 householders. Mr. Geo Nash's census report was read, showing a present population of 912. The boundaries of the new municipality were shown on a plan drawn by B.J. Saunders, C. E. Exclusive of streets, the territory embraces 480 acres. A by-law giving effect to the prayer of the petition was introduced.

05/12/1888 Ottawa Free Press Canada Atlantic Elgin Street

Shortly after six o'clock this morning one of the men at work on the engine shed at the C.A.R. found it to be on fire and an alarm was instantly sounded from box 134 at the depot. The brigade made quick time and guided by the terrific row being made by all the whistles of all the engines being blown at once, soon made their way to the spot. The heavy streams poured into the flames soon quenched them, and a few minutes comparatively served to subdue what promised to be a serious fire. The loss was about \$250, which was covered by insurance.

New York, St Lawrence & Ottawa

Brockville to Ottawa. On Saturday by special invitation, a number of gentlemen met in the office of the BW&SSM Railway Co to have an informal discussion respecting a projected railway from Brockville to Ottawa, for which a charter exists under the name of the New York, St Lawrence and Ottawa railway. The persons incorporated by the act are R.G. Hervey, Robert Bowie, W.B. Smellie, G. H. Weatherhead and H.T. Fitzsimmons, and the act authorizes the construction of a road from Ottawa to Brockville or to a point between Brockville and Westport on the line of the BW&SSM.

There were present the following: R.G. Hervey, J.F. Wood MP, R Bowie, W.H. Cole, G.H. Weatherhead, H.T. Fitzsimmons, Brockville; O. Bush, reeve of Oxford and warden of Leeds and Grenville; R. J. Jelly, reeve, T. Smith and D.W. Ross, deputy Reeves of Elizabethtown; D.J. Hall, reeve of Merrickville; G. Keating, reeve of Kemptville; H. Hughes, reeve of Kemptville; H. Hughes, reeve of South Gower; John Ferguson, reeve of Wolford; John Chapman, reeve of Augusta, and J.J. Bell of the Recorder and N.B. Colcock of the Times...

06/12/1888 *Ottawa Citizen* *Canada Atlantic* *Elgin Street roundhouse*

A fire broke out in the boiler house of the Canada Atlantic Railway yesterday morning a few minutes after six o'clock. The engineer in charge did a smart piece of work by tying down the steam whistle, which by its continuous blowing woke up all that neighborhood and brought many employees to the scene. The brigade was quickly in attendance and the flames were soon extinguished. The damage is estimated at \$200, but might have been \$50,000, as very valuable machinery, and new locomotives were contained in the burning building. The loss is covered by insurance.

07/12/1888 *Almonte Gazette* *Cornwall* *Cornwall*

Cornwall proposes to secure for the C.P.R. bonuses of \$400,000 from the municipalities interested in order to run a spur line into the municipality.

07/12/1888 *Almonte Gazette* *Kingston (CN)* *Kingston*

Report says that after the railway by-laws carried at Kingston last Thursday property in the Limestone City advanced 20 per cent. With the government dry dock, costing half-a-million dollars, and the locating here of the G.T.R. workshops and headquarters of the Toronto and Montreal division, the old city (according to the boomers) expects to reach twenty-five thousand of a population inside of 4 years.

07/12/1888 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa* *Kingston*

NEW RAILWAYS.

Kingston has long been looked upon as a quiet, staid University City, that wished to be "far from the madding crowds ignoble strife." The people of Kingston as a whole are proud - and justly so - of her educational institutions. It boasts of a University, a Medical College, a Woman's Medical College, a Commercial College, a Military College, and expects soon to have a fine School of Science and Agricultural College. While these institutions are always certain to draw to the city a very large number of desirable people, still the business men naturally look to other sources to build up the handsome and healthy city. They are now in the midst of an exciting agitation for more railways centering (or terminating) in the Limestone City. There is no doubt at all that the K. & P. R.R has done much to build up the trade of Kingston, and hence other ventures have been put on foot. The chief of these is a line of railway connecting Kingston with Smith's Falls. There has been a good deal of opposition to the scheme from the Brockville press, as it is believed that if the road be built it will drain parts of the county of Leeds and draw off a trade that would otherwise go to Brockville. A vote was taken a few days ago on a bylaw authorizing the city council to give the S. F. & K. R. R. a bonus of \$75,000, and the bylaw was carried in a large majority. Similar bylaws will require to be submitted and carried in the municipalities intervening between Kingston and S. Falls before the road will be begun. These bylaws will meet with active opposition from Brockville.

12/12/1888 *The Equity, Shawville* *Pontiac Pacific Junction*

A second class car was destroyed by fire Wednesday evening while the train was standing on the track at Fort Coulonge. Fortunately it was not the car belonging to the new train put on last season.

12/12/1888 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The boiler house of the Canada Atlantic railway company which was destroyed by fire a short time ago is now built up again.

12/12/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The disused railway cars on the St. Lawrence & Ottawa railway north of the Rideau river, have been hacked up by disorderly characters who were in the habit of frequenting that locality at nights during the summer.

13/12/1888 *Brockville Recorder* *Kingston (CN)* *Brockville*

GTR Double Track Brockville to Lyn

Messrs John Ryan & Co expect to complete their work on the GTR double-track between Brockville and Lyn today and the line will be open for traffic between this town and Gananoque. The work on the double track between Brockville and Cornwall is now in progress and with that portion already completed between that town and Montreal it is confidently expected that by next fall the double track will be in operation from Montreal as far west as Belleville. The work of double tracking is also in progress eastward from Toronto but these are not expected to be completed next year.

14/12/1888 *Almonte Gazette* *Kingston (CN)*

The double-track laying on the G.T.R. is now finished from Montreal to Cornwall, and from Brockville to Lyn, and is going on between Cornwall and Brockville. By next fall it is expected the G.T.R. will have a double track from Montreal to Belleville.

14/12/1888 *Athens Reporter* *Westport*

B&W Market Train Early last week the back country was placarded with the announcement that on Saturday last, the 21st instant, the Brockville and Westport Railway would carry passengers to Brockville and return for one half fare, and carry all kinds of market truck free, while the town authorities would provide free cartage to and from the train for all goods or merchandise going or coming into town. The Recorder says in Saturday's issue that there were about 200 passengers on the train and 4 carts of produce. The Times puts the number of passengers at 150 but says nothing about the loads of truck for the market. The passenger coach on the B&W will seat 50 and there were not more than 15 persons in the 2nd class car when the train left here.

Regarding the market truck there was one small package (probably 10 lbs) of butter taken on here, and that by a lady who obtained the lot from her daughter for home consumption. About one fourth of the passengers on that train were from this vicinity and 75 would be a good round figure to place the number of passengers at. There was only one lady from Athens who availed herself of the opportunity of half fare and free transportation of goods and from the size of the parcel and the quality of the goods she brought home the total value would not exceed five dollars.

The people of the country are not to be beguiled with any claptrap by the Brockville papers that they can save an awful lot of money by paying even half fare to Brockville to purchase their goods. The merchants of the villages along the line of railway are selling goods at figures that will keep the trade at home, despite all the frantic efforts of the Brockville papers to the contrary.

14/12/1888 *Ottawa Citizen* *Ottawa Terminal*

Article about the advantages of Central depot.
Good railway access, no streets to cross. Visitors Entrance to Ottawa.

18/12/1888 *Ottawa Free Press* *Ottawa City Passenger*

The Street Car company sent out their horses this morning with the calks unfit for the roadway. With many difficulties two cars reached the incline on Rideau street but here they stopped; and finally the horses had to be taken out.

19/12/1888 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. Prince, general manager of the Pontiac and Pacific Junction railway, speaking to a Journal reporter this morning, said that the work of construction has been completed and the track laid to Black River near the point where it was proposed to cross the Ottawa. He was not sure that trains would run to Pembroke. It is possible the line may be run on the Quebec side of the Ottawa to the Sault, which of course is the ultimate terminus of the line. Mr. Beemer is still in France.

At a meeting of the County Council of the County of Pontiac yesterday, Messrs. John Bryson M.P. and W.J. Poupore M.P.P. stated that Messrs. Church, Chapleau and Beemer had refused to release the county from the railway bonds of \$100,000. The bonds are still in possession of the Provincial Secretary of the Province of Quebec. Messrs. Bryson and Poupore offered to get subsidies from the government of \$200,000 for the company if the company would release the county. The bonds are for twenty years bearing interest at 6 per cent.

20/12/1888 *Ottawa Free Press* *Tramway* *British Canadian Phosphate*

The British Canadian Phosphate company, formerly Star Hill mine - a tramway has been built from this mine to the river. (Lievre)

20/12/1888 *Ottawa Free Press* *Canada Atlantic*

Proposal to build a Union depot between Elgin and Bank.

20/12/1888 *Ottawa Journal* *Chaudiere* *Chaudiere*

The C.A.R. have purchased sixteen lots of land back of Mount Sherwood along the line of their Chaudiere Extension. The additional property acquired will be utilized for spurs to Messrs. J.R. Booth and Perley and Pattee's new lumber yards.

21/12/1888 *Ottawa Free Press* *Canada Atlantic* *Chaudiere*

In addition to the Chaudiere extension of the Canada Atlantic railway, a few more branches of the line will be laid at the back of Mount Sherwood on the opening up of spring. The additional property consists of sixteen lots lately purchased and will be constructed for the purpose of reaching Perley & Pattee's and J.R. Booth's lumber yards.

21/12/1888 *Ottawa Free Press* *Chaudiere* *Chaudiere*

Flagmen are placed at each of the crossings of the Chaudiere extension of the C.A.R. but with the exception of the one at Queen street west gates, no shelter is provided for them. Some of the men suffered severely from exposure during the blizzard this morning.

21/12/1888 *Brantford Daily Expositor* *Pontiac Pacific Junction*

Judge Church representing the Pontiac and Pacific Junction Railway and Messrs. Bryson M.P and Poupore, M.P. had a conference here yesterday with referenee to the settlement of the claim of the railway to a boons of \$100,000 voted by ths County of Pontiac several years ago but not paid. No decision was arrived at and the matter was postponed until the return from France next month of H. J Beemer, Presidentof the company when another conference will be held.

21/12/1888 *Ottawa Journal* *Carleton Place* *Union Depot chaudiere*

A fire occurred last night in a shed belonging to the C.P.R. company at the union station used for drying sand and heating oil. It was extinguished with little difficulty by the brigade. The loss will be about \$300. The fire is supposed to have occurred from a defective chimney.

27/12/1888 *Ottawa Citizen* *Canada Atlantic*

When the Canada Atlantic application for permission to close a number of Stewarton Streets so that a shunting ground may be established there comes up before Judge Rose this morning it will be sturdily opposed by a deputation representing the property owners.

More - whistle noise - Marcus Smith said it was in the best interest of the railway company to locate their shunting grounds across the Rideau. More.

Friday December 28 - C.A.R. withdraws application to close Stewarton streets.

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

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

28/12/1888 *Renfrew Mercury* *Kingston (CP)*

The German Iron Syndicate have instructed Capt. H.D. Moore to have a line of railway surveyed from the Kingston and Pembroke Railway at Calabogie five or six miles into the township of Darling, at Craig's, where they have secured an extensive iron claim from Messrs. Robinson of Ottawa, and Yuill, Darling. A line is also to be surveyed into the Davies & McMartin iron mining property, in Bedford, by order of the same company. Perth Courier.

29/12/1888 *Ottawa Journal* *Chaudiere*

Some of the leading lumbermen are discussing the project of piling their lumber outside the city limits, the C.A.R. Co. having offered to haul it in green state at a special rate per thousand feet.