

RAILWAYS
OF
SOUTHWESTERN
QUEBEC.

C. H. RIFF

In the Gleaner of the 30th September it was stated that among other business to be brought before the meeting of shareholders of the Grand Trunk, called for the 8th October, was an agreement with the Montreal and Champlain Junction Company. At the meeting held at Durham on the 5th October, Mr Foster assured the ratepayers of the parish of St Malachie d'Ormstown that that "assertion was false," and was got up by their enemies for a "selfish purpose," and a good deal more to the same effect. We took no notice of that or any other of the abusive and injurious statements of Mr Foster. If the Grand Trunk can afford to send him up to endeavor to crush out an independent organ of public opinion in the District of Beauharnois we felt that we could rely on its past reputation for now nigh a score of years to refute his assertions without stooping to notice them. The meeting of the English shareholders of the Grand Trunk has taken place, and (we quote from the official report) the President, Sir H. W. Tyler, who was in the Chair, said:


The President: The next is an agreement between the Montreal and Champlain Junction and the Grand Trunk. This agreement is not ready for us today, and, therefore, I am going to ask you to allow me to postpone it till the next half-yearly meeting. It is for a line from a place called Brousseau to a place called St Isidore and is eleven miles long. It is necessary for us to make it because our Lachine branch is disconnected with the southern side of the river except by ferry, which is expensive to maintain, and there are continual difficulties about it. We have had to abandon the Lachine wharf once, and we should probably have to do so again, as the canals are enlarged and more used for carrying traffic. It is always inconvenient at all times of the year to be obliged to get across by that ferry, and therefore we are making this line in order that we may the more cheaply and better get round to that side of the river, and we shall now use our Victoria Bridge in doing so instead of using the ferry. We shall extend that line by degrees to the south-west to accommodate a good district in that direction and for other purposes.

This bears out the statement we made. An agreement was to be submitted, and was not because not quite ready. We ask our readers to particularly note the closing sentence of the President of the Grand Trunk's remarks: "We shall extend that line by degrees to the south-west." What comes now of all the solemn assurances reiterated time and again, that the Montreal & Champlain Junction Company is an independent organization and is going to build the projected railway out of their own resources, and that its only connection with the Grand Trunk is an arrangement to permit its trains to run over the Brousseau and St Isidore section? We have the word not of irresponsible bodies but of the President of the Grand Trunk himself, that that company "is making" the line from Brousseau to St Isidore and is to build the extension of it thru this District, if it is ever to be built at all.

November 11

1880

Gleaner.

 The Hemmingford train that left Caughnawaga on Tuesday afternoon was the last, it beginning to run thru direct to Montreal yesterday by the St. Isidore branch. The change is a most advantageous one to the people in the east end of the county, who are now assured of certain and speedy communication with the city, without interruption from change of cars or crossing by ferry. As to the people along the Chateauguay it is different, and unless the Grand Trunk consents to run a morning train to St. Isidore, their mail communication will be sadly deranged and

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~~187~~ The Grand Trunk cars did not run into Ste Martine either Christmas or New Year's day, as was so confidently proclaimed they would do without fail. There is still some trestle-work to be done, and it is very unlikely that the branch can be opened for passenger traffic this winter, tho' it is possible freight may be taken. The steamer continues to cross at Caughnawaga, and it is hoped Capt. Filgate may keep her on all winter.

~~187~~ On the evening of the 24th ult., the annual Christmas entertainment was given by the Methodist Sabbath School, in the Sons of Temperance Hall at Durham. When the children...

January 6

1881



THESE I HAVE MAINTAINED

The Canadian Freeman.

HUNTINGDON, THURSDAY, AUG. 11, 1881.

ARGUMENT was heard on the petition of the Junction company to quash the charter of the South Shore on Thursday, and on Tuesday judgment was given. Altho the Judge was misled by Mr Davidson's representations into the belief that the Junction company "has begun and nearly completed its line," his decision is clear and decisive against all its pretensions. In the face of such a judgment an honorable opponent would have dropped the matter, but the Grand Trunk is not an honorable opponent. For two years it has been using fair and foul means, as suited its purpose, to prevent a competing line being built on this side of the St Lawrence, and so it instructs Alexander Selkirk Cross, in the absence of Mr Davidson, who sailed for England on Saturday, to give notice that it appeals against a decision which it knows will be sustained. The object is to keep the South Shore from going on, and this it expects to do by keeping it in law. As there is no practical end to appeals short of the Privy Council, the Grand Trunk may continue to contest the legal power of the South Shore to build for months to come.

After the judgment had been rendered, the provisional directors of the South Shore met; Dr Cameron in the chair. The expectation that the Grand Trunk would have loyally abided by the decision of the court and dropped further legal proceedings, having been dissipated by its declared determination to appeal, the directors realized the difficulty of the position—of the disadvantage they would labor under in getting capitalists to invest in a company involved in a lawsuit as to its right to exist. After discussion, a course of action was resolved upon, the success of which remains to be seen. Acting under legal advice, the shareholders did not elect a permanent board, and it was determined to begin anew. The provisional directors meet on Wednesday, and the permanent board will be elected on the 2nd September. It will be impossible for the company, in the position which these legal proceedings have placed it, to undertake much practical work in

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upon them by this Statute. By section 26 it was enacted that the charter thereby pretended to be granted should "come into force only by proclamation, which shall be issued only after the Lieutenant-Governor-in-Council, due regard being had for existing charters, shall have proof that the Company has at its disposal sufficient resources to carry out the said work upon the said tunnel and railway, within the delay granted by the present charter, and the work of construction shall be commenced only when the said Company shall have consented to and signed a deed of agreement which shall be considered as forming part of the present charter, granting to the satisfaction of the Lieutenant-Governor-in-Council satisfactory and permanent advantages to the Quebec, Montreal, Ottawa and Occidental Railway, and to the general traffic of the Province in such manner that said tunnel shall always be open to traffic by railway or otherwise." The respondents petitioned the Lieutenant-Governor on the 18th May last for a proclamation, and an Order-in-Council was passed in consequence on the 31st of May. On the 4th of June a general proclamation followed, putting the charter in force, and pretended to authorize, among other things, the construction of a railway thru practically the same territory as and parallel to, and at many points in close proximity with, the line of the Junction Company. The petition also set forth that "the population of the districts to be traversed by the Junction Company is comparatively limited. No public necessity exists for granting a charter to another Company; there is no business to support a competing route to that of your petitioners. The granting of said pretended charter to the South Shore company has the effect of nullifying the one already granted to your petitioners by the Parliament of Canada, toward the accomplishment of the purposes of which, as above set forth, considerable progress has been and is now being made, involving an expenditure already of very large sums of money." It is further noticed that in 1880 a Bill was introduced in the Dominion Parliament, trying to get a charter practically the same as that which the South Shore Railway and Tunnel Company wished to construct, but the Dominion Parliament rejected that Bill, looking upon it as an infringement of the vested rights of the Montreal and Champlain Junction Railway Company. The petition then went on to say that "the said River St. Lawrence is a navigable river, and interference therewith or creating a passage over or under the same, may and will affect navigation, and is, by the British North America Act of 1867, within the exclusive legislative authority of the Parliament of Canada." The petition further alleged that one-tenth of the amount of the capital stock required had not been paid in, and prayed "that it be declared and adjudged in any event that by reason of non-compliance with its essential requirements, the said last mentioned Act hath lapsed and is of no effect, and that no act of the Lieutenant-Governor-in-Council, or of the Lieutenant-Governor, could restore it or reconstitute its powers." He supported the petition by an affidavit of Mr. Wallis, secretary of the Company, who confirmed the truth of the petition, and, secondly, with a short affidavit of Mr. Foster, one of the provisional Directors. He said one of the principal pretensions of the petition was that this Act was completely beyond the powers of the local Legislature and cited in support of that pretension, section 91, subsection 10 of the British North America Act, by which it was provided that the Parliament of Canada controlled entirely navigation and shipping, and he alleged in his petition, that the tunnel would interfere with navigation and shipping. He held that it was sufficient for the petitioners to put before the Court a prima facie case. The

Federal House would have the right to take any steps it saw fit. Section 24 of the charter said that work was to be begun within three months from the sanction of the charter, while section 26 stated that the charter would only come into effect from the date of the Lieutenant-Governor's proclamation. Within the three months the Company had to deposit \$250,000, and if the Court should grant the injunction, Montreal would be deprived of this great work which was to be built with private capital.

Mr O'Halloran also appeared for the South Shore Company. He maintained that it was perfectly clear that the three months within which work was to be commenced were to be taken from the date of the Lieutenant-Governor's proclamation, otherwise the Legislature would be stultifying itself as completely as the Town Council in Ireland, who passed a resolution to build a new gaol from the material of the old gaol, and immediately after passed a resolution to preserve the old gaol until the new one was built. He thought the question was not one requiring much legal lore, but might be reduced into a very elementary principle, viz., that no one could come into Court unless he had an interest. Interest was the measure of action. Even if the Company were to act illegally the petitioners had no interest in coming to make such a demand; no more than one tailor would have in petitioning to restrain his neighbor from opening a tailoring establishment. He held that petitioners had only one grievance, and that was "because the works authorized by petitioner's charter were therein declared by the Parliament of Canada to be for the general advantage of Canada and it was not and is not within the powers of the said Legislature to set said declaration at naught, and to create a Company whose existence is largely destructive of the rights and privileges so vested in your petitioners." That was the only real allegation they had. He held that the Montreal & Champlain Junction Railway, getting a charter to build a road, did not prevent another Company applying for the same privileges.

Mr Davidson replied, contending that the three months dated from the sanction of the charter by the Lieut. Governor. He was quite ready to admit that the petitioners would have no right to claim judicial relief for a public wrong. If it were simply a public injury they would have no right, but they took good care that specific injuries were alleged. He then read a clause from the petition, setting forth that the population of the country was not sufficient to support two roads, and that the granting of the second charter practically cancelled that of the petitioners.

His Honor said he would possibly give judgment on Saturday, but not later than Tuesday next.

The Court then adjourned.—Montreal Herald.

THE JUDGMENT.

Hon. Mr Justice Rainville gave his decision on Tuesday morning. The following is the text of the judgment:—

The Champlain Junction Railway Company vs. the South Shore Railway and Tunnel Company et al.—The Company petitioners asks of the Superior Court to grant it a writ of injunction by virtue of the Provincial Statute 41 Vic, cap 14. It presents the Act of incorporation (33 Vic, cap 56 and amendments) by which it is authorized to construct a railway line from a point in the line between St. Lambert and St. Johns to the village of Dundee, passing by the different villages mentioned in the Act, and the new line is declared to be a work for the general advantage of Canada. It also presents the Act of Incorporation of the Company against which it asks the injunction (43 and 44 Vic, cap 47), and by this Act the said Company is authorized to construct,

its powers, it becomes liable to forfeit its rights. This is the recognized principle both in the United States and England. The corporate character of a body acting as a corporation under color of law and recognized as such by the State, cannot be questioned collaterally, but only by quo warranto, and this even though its incorporation may be unconstitutional. Kerr, in his work on injunctions, sets forth the principle that corporations have no powers but those which are conferred upon them by their charters, and he adds: "Courts of Equity will restrain a company from going beyond or exceeding the scope of the purposes for which it has been incorporated." The suit should be instituted by the Attorney-General.

A rival company, too, is not qualified to represent the rights and interests of the public. A private person who applies for an injunction to restrain a company from violating the provisions of an Act of Parliament, must be able to satisfy the Court that he will suffer substantial injury from the Act complained of. I am therefore of opinion that the petitioner is not qualified to ask that the Act of incorporation of the defendant be declared unconstitutional, or that the latter forfeit its charter, or has not fulfilled the formalities required by law to give it the right to act. There remains, therefore, but this question to solve: has the petitioner sufficient interest to make this demand? The only allegation that I find in this petition is that the powers given to defendant are in violation of the acquired rights of the petitioners, inasmuch as defendant is authorized to construct a line of railway over the same ground as that built by the petitioner. This question also resolves itself into that of whether the law incorporating the defendant is of itself unconstitutional; for if the Provincial Legislature had not the right to grant a charter to the defendant on account of one being already granted to the petitioner, the law would be unconstitutional, and then why did not the petitioner ask to have it rescinded by the Governor-General? But if the Provincial Legislature had a right to grant the charter in question, the power given to the defendant could be exorbitant, even affect acquired rights, but would not, for that reason, be illegal. Besides, a party to have the right to apply for an injunction must be threatened with an irreparable evil. In the present instance what is wanted to be set aside or prevented can in no way cause an irreparable evil, and the petitioner, without an injunction, can always take of order proceedings to be taken to have the defendant's act of incorporation declared unconstitutional, and to prevent the defendant from organizing and from holding their first meeting would be virtually extinguishing it. Hilliard says, (cap. 1, No. 22): "An injunction is sometimes refused upon the ground that it would cause great injury to the defendant," and in No. 10 he says: "In general, acquired, legal or equitable rights, from a very reasonable doubt, must be satisfactorily shown to authorize a preliminary injunction. The application for an injunction is accordingly dismissed."

Mr Cross at once gave notice that the petitioner would appeal.

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THE RAILWAY INJUNCTION.

The argument on the application of the Montreal & Champlain Junction Railway for a writ of injunction to restrain further operations on the part of the South Shore Railway and Tunnel Company was heard before Hon Justice Rainville, in the First Division of the Superior Court, at ten o'clock on Thursday morning. Messrs C. P. Davidson, Q.C., and D. Grouard, Q.C., M.P., appeared for the petitioners, and Messrs A. Lacoste, Q.C., James O'Halloran, Q.C., and F. X. Archambault, Q.C., for the respondents.

Mr Davidson said the petitioners were incorporated by a Dominion Statute, and by this Act they were given power to construct a railway from practically St Lambert to Dundee lines, in the County of Huntingdon, a point on the boundary of the United States and Canada. Then came the Statute of the Province of Quebec, under which the South Shore company pretended to be incorporated, the powers that they were invested with being the construction of a tunnel across the river St Lawrence, and the completion of a railway line westward as far as Dundee lines, the same point as that to which the petitioners were authorized to build. By section 17 of their Act, it was enacted that "The Directors of the Company shall have full power and authority to enter into and conclude arrangements with any other railway company of the Province of Quebec or the United States, for the purpose of making or acquiring any branch or branches to facilitate a connection between the Company hereby incorporated and such other railway Company, or to acquire the corporate property and franchise of such other Company." By section 24 of said last mentioned Act, it was enacted that the powers so thereby given should only be exercised "if the Railway is commenced within three months, and the completion thereof within two years after the sanctioning of this Act;" and by section 25 it was enacted that "work shall be commenced on the said Railway, and on the said Tunnel only after the plans and specifications thereof shall have been submitted to the Government Engineer, of this Province, and approved by the Lieutenant-Governor in Council, and after some ten thousand dollars shall have been deposited in the hands of the Treasurer of the Province, to cover the cost of the work of exploration, and the preparation of the plans and specifications of the said Tunnel, and such work of exploration and preparation of the plans and specifications, shall be forthwith commenced and conducted under the superintendence of an Engineer appointed by the Government for that purpose." The petitioners claimed that the respondents failed not only in one or more but in every one of these conditions imposed upon them by this Statute. By section 26 it was enacted that the charter thereby pretended to be granted should "come into force only by proclamation, which shall be issued only after the Lieutenant-Governor in Council, due regard being had for existing charters, shall have proof that the Company has at its disposal sufficient resources to carry out the said work upon the said tunnel and railway, within the delay granted by the present charter, and the work of construction shall be commenced only when the said Company shall have consented to and signed a deed of agreement which shall be considered as forming part of the present charter, granting to the satisfaction of the Lieutenant-Governor in Council satisfactory and permanent advantages to the Quebec, Montreal, Ottawa and Occidental Railway, and to the general traffic of the Province in such manner

question of whether their position was such as to entitle them to a perpetual injunction would come up afterwards.

Mr Grouard supported Mr Davidson, for the petitioners. He contended that there were only two points in the case, first as to the question of the constitutionality of the local charter of the South Shore Company, and, secondly, has the Montreal & Champlain Junction Railway Company sufficient interest to complain? He quoted the British North America Act, section 91, which declares that works such as the South Shore Railway, being declared to be for the general advantage of Canada, shall be Federal works, and excluded from the jurisdiction of the Local Legislature. He also quoted cases where injunctions had been granted in favor of private parties who were suffering from the Acts complained of, even in cases of general interest to the country, and where an intervention of the Attorney-General was not required.

Mr Lacoste answered for the respondents at considerable length. He said the proclamation that the Lieutenant-Governor had assented to the charter was only made on May 31st, granting a delay of three months to fulfil certain formalities. That delay would expire on September 4th. The object of the petitioner, which was none other than the Grand Trunk Company, was to prevent the Company, respondent, from organizing within these three months. The funds were now subscribed, and the payment of the subscriptions was delayed by this demand. The grounds of the petitions were—1st, the unconstitutionality of the Local Charter; and 2nd, the illegal organization of the Company, or their neglect to fulfil the formalities required. The case, therefore, turned upon the question of the existence of the Company. He maintained that there could be no writ of injunction granted to contest the existence of a Company. 42 Vic, chapter 14, sec. 1, paragraph 1, in providing for the issue of writs of injunction had in view corporations whose existence was admitted, while article 197 of the Code of Procedure stated that such proceedings were to be taken in the name of the Attorney-General. The counsel then cited a number of authorities, among them Abbott's and Fisher's digests. He maintained that no one could take a writ of injunction unless he had a special interest. The petitioners here had no such interest. They would have to show specific damages resulting from the Act itself. They complain of the organization of the Company. It could do them no harm. The only damage they could suffer was by competition—a damage of which the Courts would not take cognizance. He contended that the charter of the South Shore Railway and Tunnel Company was perfectly constitutional. The whole of the road was in this Province, and therefore it came under the jurisdiction of the Local House. Lines of steamers running within the Province were to obtain charters from the Local House, the Federal House having merely control of navigation as to regulations. If the tunnel in any way interfered with navigation, the Federal House would have the right to take any steps it saw fit. Section 24 of the charter said that work was to be begun within three months from the sanction of the charter, while section 26 stated that the charter would only come into effect from the date of the Lieutenant-Governor's proclamation. Within the three months the Company had to deposit \$250,000, and if the Court should grant the injunction Montreal would be deprived of this great work which was to be built with private capital.

Mr O'Halloran also appeared for the South Shore Company. He maintained that it was perfectly clear that the three months within which work was to be commenced were to be taken from the date of the Lieutenant-Governor's proclamation. Otherwise the Legislature would be stultifying itself as com-

pletely as the Town Council in 1871, a line in the same direction as that in which the petitioners were authorized to build; 2nd, to establish a ferry between the terminus of its line and the city of Montreal; 3rd, to build a tunnel under the St Lawrence River between Longueuil and Montreal; 4th, to make arrangements with other companies to acquire branches or connections with other lines in the province, or the United States. By section 24 of the Act this company could only exercise those powers which were conferred upon it if it commenced the road within three months and the tunnel in one year from the sanctioning of the act. By section 26, the charter was only to come into force by the proclamation of the Lieutenant-Governor. By section 25, it is provided that work shall be commenced on the said tunnel only after the plans and specifications thereof shall have been submitted to the Government Engineer and approved of by the Lieutenant-Governor in Council, and after the sum of \$10,000 shall have been deposited in the hands of the Provincial Treasurer to cover the cost of exploration and preparation of plans and specifications. The petitioners represent that this proclamation has been issued and published, that the provisional directors of the company, defendant, have in virtue of this, called a meeting for the election of directors, that it (company petitioner) has begun and nearly completed its line, and that the authorization of the company defendant to build thru the same locality as that of the petitioners is an infringement of their acquired rights. It also alleges that the proclamation of the Lieutenant-Governor was issued without any of the formalities required by law having been fulfilled.

The petitioner demands, 1st, that the Act of incorporation of the company, defendant, be declared unconstitutional, illegal, and be annulled; 2nd, that the said Act, on account of the non-fulfilment of the obligations therein mentioned, is void and without effect; 3rd, that the order in council and the said proclamation be declared ultra vires and unconstitutional; 4th, that it shall be declared that the company, defendant, and its directors are acting illegally and beyond their powers, not having fulfilled the formalities required by their act of incorporation; and 5th, that the defendant and its provisional directors should be prohibited from holding meetings from vetting, from electing directors and from acting in any way whatever for the company. After this exposure the petitioner asks a writ of injunction for two reasons: 1st, because the defendants' act of incorporation is ultra vires and unconstitutional, and the formalities required by law to give it existence have not been fulfilled; and 2nd, because the powers accorded to the defendant violate the acquired rights of the petitioner. On the first point, I will ask, has the petitioner the quality to demand that the act of incorporation of defendant be declared unconstitutional? A writ of injunction is only granted to a private individual to hinder an irreparable evil which injures a private interest. When a corporation acts illegally and without authority, and outside the powers conferred upon it by its charter, it can injure the interests of the public. But as anyone would have the right to act in the right of taking an action was given to every citizen, the result would be that a company would be exposed to answer to thousands of actions. The public is represented by the public ministry, and the law has established the particular mode of procedure in the name of the Attorney-General, when an association acts as a corporation without being legally incorporated or when a corporation varies its powers, it becomes liable to forfeit its rights. This is the recognized principle both in the United States and England. The corporate character of a body acting as a corporation under color of law and recognized as such by the State, cannot be questioned collaterally, but only by quo warranto, and this even if its incorporation may be unconstitutional. If in his work on injunctions, acts with the principle that corporations have no powers but those which are conferred upon them by their charters, and be added, "Courts of Equity will restrain a company from going beyond or exceeding the scope of the purposes for which it has been incorporated." The authorities cited by the Attorney-General.

A private company, too, is not qualified to represent the rights and interests of the public. A private person who applies for an injunction to restrain a company from violating the provisions of an Act of Parliament, must be able to satisfy the Court that he will suffer substantial injury from the Act complained of. I am therefore of opinion that the petitioners are not qualified to ask that the Act of incorporation of the defendant be declared unconstitutional or that the

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struggling for existence, credit was unavoidable; circumstances have changed since then, and there is now no justification for its longer survival.

THE heat of the election contest in Chambly has been the cause of bringing to light a most discreditable episode in connection with the obtaining of the charter for the South Shore Railway and Tunnel Company. Dr Martel, the Conservative candidate, accused the former member, Mr Prefontaine, who is seeking to be re-elected, with having accepted a bribe to support the said charter, which he denied, whereupon the Doctor wrote to Mr Senecal to confirm his assertion, when that honest gentleman replied as follows:

MONTREAL, Nov. 26th, 1881.

MY DEAR MR MARTEL,—I have just received your letter informing me that you charged Mr Prefontaine with having acted as intermediary between his political friends and me to effect a change of opinion with them on the merits of the bill incorporating the South Shore Railway & Tunnel Company, and asking me to sustain your affirmations.

I regret that the secrets of these negotiations have transpired, but I will not hesitate in fulfilling the duty you impose upon me. I was in company with Mr Chaffee, the representative of the company which was to connect the North Shore Railway with South Eastern Railway and the railroads of the South Shore, and it was not without much surprise that we learned of the open hostility of the members of the Opposition against that measure. Our advocate confirmed our impressions by making us acquainted with a conversation which he had with Mr Prefontaine, at that time member for the county of Chambly, in which the latter declared that his political friends would be opposed to us if we did not furnish them with the sum of fifteen hundred dollars to be distributed among certain Liberal journals so as to acquire for the project the sympathies of the members of the Liberal party. Mr Prefontaine, who was then walking up and down in the lobbies of the House waiting for our reply soon received it. I transmitted to himself the sum of one thousand dollars which he was to distribute between L'Electeur and L'Union de St Hyacinthe, and I paid five hundred dollars to another of his friends so that that sum might be transmitted to La Patrie. I am ignorant whether that money reached its destination, but I know that the Opposition, with few exceptions, voted for our charter.

During the following session the details of this transaction transpired, and the name of the Hon Mr Mercier was mixed up with it. I have no doubt whatever of Mr Prefontaine's role in the conclusion of this affair. When that gentleman came to Montreal in company with his lady, towards the end of the last session, and told me, "If the accusation for the \$1500 comes before the House I will not appear before the committee, neither as a witness nor otherwise. I ask you for twenty-four hours' notice to resign."

Post-office Inspector King visited this section last week with regard to the re-arrangement of the mails. Since the building of the Grand Trunk branch to Ste Martine, the stage has been run to Caughnawaga at a heavy loss, and its withdrawal has become inevitable. It was thought at first the Grand Trunk might run the train to Ste Martine to suit it, and that that village, in place of Caughnawaga, would be made the eastern end of the route, but the company has peremptorily refused to entertain all propositions to that end, as they mean to work the branch in conjunction with the Hemmingford line, which is the cheapest for them and the most convenient for those living near Ste Martine. Seeing that it is impossible to get a morning train from the city to Ste Martine, the Department has only the alternative of supplying the Chateaugay district from Valleyfield, and this Mr King is likely to effect. He proposes that a bag be made up in Montreal for Durham and Huntingdon each morning and sent by the early train. The bag would reach Valleyfield by noon, when the new stage would start for Durham and Huntingdon, reaching the latter place by 4 o'clock p.m. The present hour of leaving Huntingdon, 7 o'clock in the morning, would be retained, and passengers for Montreal would get there by half-past 6 in the evening. This arrangement as regards all the country west of Durham would be an admirable one, in fact an improvement on the present service, but there is the drawback that the offices between Durham and Ste Martine would not be so well supplied as they are now by the stage passing their doors twice a day. The likelihood is that Howick and North Georgetown will have an evening mail in connection with the Ste Martine train, and that Allan's Corners will be supplied from Durham. Mr King shows much anxiety to meet the wants of the people of the District, and the service he proposes will, under the change of circumstances, be accepted as a great boon. Should the Department approve of his plan, of which there is little doubt, tenders for the new stage line to Valleyfield will be advertised for, and it will probably come into operation in the course of a couple of months. It will be observed that the Grand Trunk has changed the hour of leaving St Martine to 9 o'clock a.m., which will enable passengers as far west as Durham to catch it easily.

A man, by the name of James Ball, who has been in the employment of Julius Scriver, Esq., mysteriously disappeared on the evening of Tuesday, the 22nd instant, from the village of Hemmingford. His disappearance cannot be accounted for, as he was a most exemplary man in every respect; was a member of the Presbyterian church and lived, so far as any person could judge, worthy of his profession, was strictly temperate, and one of the most industrious, methodical, trustworthy and thoroughly capable men Mr Scriver ever had. It would seem that wherever he went or whatever he did with himself, had been premeditated, for he made some preparation. It had been his habit to visit the stable just before going to bed to arrange the horses for the night, and keeping the lantern and key of the barn at his own house, but on the evening of Tuesday

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ACCIDENTS AT HEMMINGFORD RAIL- WAY STATION.


(To the Editor of the Witness.)


SIR.—On Tuesday morning last as the express train at Hemmingford was getting into position to start to Montreal, a buggy containing a lady, gentleman and little child came along toward the depot. When opposite the train the horse took fright, backed the buggy against the first class car, and that being in motion caught and upset the buggy, throwing its contents out. The horse fell under the car, but managed to roll out before the wheels passed over it, and the child, which fell from its mother's arms, was caught up by baggage-man Bradford just in time to save its life. Fortunately nobody was hurt, and the breaking of the buggy was the only damage done.

This is only one of many accidents and hair-breadth escapes which the writer of this article has witnessed at the same place, and the reason is that the drive road leading from the highway to the station runs for four or five rods by the side of the railway, and on the other side of the drive road there is almost always a row of piles of ties or posts, so that if the poor frightened horse does not wreck upon the train on the one side he is sure to come to grief upon the other. The remedy for all this is to build a new station in the proper place. A station with commodious waiting rooms has been long needed here. The present waiting room is scarcely decent. Being small, and at train time almost always filled with men, there is no place where a lady can sit down with any comfort; indeed ladies scarcely ever sit in the place, but prefer to walk up and down the nar-

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 A small gang of men are engaged on the Grand Trunk branch to Ste Martine, making cattle-guards and fences, the habitants who sold the right of way having made serious complaints about their cattle straying. At the St Isidore end some progress is being made in ballasting, and the full complement of ties has been supplied along the entire length. When it will be completed fit for use is uncertain; at the present rate of progress, it will be September, but it is possible more men may yet be set to work. No steps whatever have been taken to continue the road beyond Ste Martine. The Montreal Telegraph Company has strung a wire to Ste. Martine, and will open an office when the station is decided upon and built.

 The meeting of the South Shore Company, to permanently organize, takes place at Montreal on Monday, when the suspense will be ended one way or another. So far, everything has gone favorably, and the general belief is, that the exaction of the Government, that a quarter of a million dollars be lodged before work is begun, formidable as it is, will not prove an insuperable obstacle. The people of the District may rest assured that nothing is being left undone to secure to them this great boon. The Grand Trunk continues to have a small gang of men working on their Ste Martine branch, but when it will be opened for traffic it is impossible to say.

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facilitate a connection between the South Shore Company and such other railway company, and to acquire the corporate property and franchise of said other company.

Because the works authorized by petitioners' charter were therein declared by the Parliament of Canada to be for the general advantage of Canada, and it was not and is not within the powers of the said Legislature to set said declaration at naught and to create a company whose existence is largely destructive of the rights and privileges so vested in your petitioners.

Because the said River St Lawrence is a navigable river, and interference therewith, or creating a passage over, thru or under the same may and will affect navigation and is, by the British North America Act of 1867, within the exclusive legislative authority of the Parliament of Canada.

Because under and by virtue of the provisions of "The Consolidated Railway Act of 1879," the Parliament of Canada is alone vested with power to authorize the crossing of the River St Lawrence by any Railway Company or other road.

Your petitioners further aver that the said Order in Council and said proclamation were and are beyond the powers and competency of the Lieutenant-Governor in Council, and of His Honor the Lieutenant-Governor, and each of them were null and void.

Because the said order in Council and said proclamation, and each of them, were wholly unauthorized and beyond the powers and functions of the said Lieutenant-Governor in Council, and the Lieutenant-Governor of this Province.

The petition concludes by praying that the South Shore charter be declared unconstitutional and illegal, be rescinded and revoked, and that the provisional directors be enjoined from taking any action under it. Gilbert Scott, brewer, is offered as security, and costs of the suit are asked against such of the South Shore directors as may contest the petition.

Saturday was named as the day on which the petition would be presented, and, on the parties coming before Judge Jette, Mr Davidson stated that, as Mr Lacoste, who was to have appeared for the respondents, had been obliged to leave the city, an understanding had been arrived at to postpone the argument until Wednesday, on the condition that nothing should be done save formal business at the meeting of directors called for Monday, and that the present position of the Company's affairs should remain unchanged for the time being. This being agreed to, the hearing was left over until yesterday. On Monday, the directors of the South Shore held an informal meeting and took such steps as they deemed prudent under the circumstances and adjourned to meet next Tuesday.

What effect this proceeding of the Grand Trunk's will have upon the South Shore we are not in a position to say. It is obvious that if it has no other conse-

quency, charter, and we find it has only built sufficient of the road to enable it to keep that charter in force, and that even the few miles it has built are not being operated. Did we find the Grand Trunk pushing their line on to Dundee, endeavoring in good faith to give our farmers the accommodation they so sorely need, there would not be the same reason for complaint as to their endeavor to choke off the South Shore, but when we find they will not build themselves or let others build, that they are holding their charter for purely obstructive purposes, to enable them to prevent the construction of a competing thru line from Chicago to Longueuil along the south shore of the St Lawrence, the inhabitants of Chateaugay and Huntingdon have good cause to be indignant and to writhe under the injustice this great monopoly is doing them.

Here we have had a company come and offer to build a railway on the very route that suits the District best, offer to build it without a dollar of bonus, and for the operation of which in the most efficient manner we have the best security in the knowledge that it would depend for its support upon thru traffic from Chicago and not upon local business, and yet this company, proposing a work that would benefit us so largely, had, at the instigation of the Grand Trunk, a charter refused them at Ottawa, had one granted them at Quebec, after a prolonged struggle, burdened with outrageous conditions, and, when these conditions were met and work was about to begin, the Grand Trunk resorts to the courts to stop them. The South Shore, on surveys and preliminary expenses, have sunk \$30,000; on Monday last they had ready the quarter of a million dollars' deposit, so unfairly exacted by the Quebec Government, ready to lodge in the Bank of Montreal, and the negotiations for commencing the work had been all but completed, when this new obstacle in the shape of an injunction was thrown in their way. If the Americans who wish to build the road get disgusted, if they say we are wearied with fighting in your Parliaments for a charter to give us power to build a railway at our own expense, with complying with exacting conditions, and with the prospect now of a fight in your law-courts, and will seek an outlet elsewhere, the purpose of the Grand Trunk will be accomplished, and the hopes of the people of this District blasted. That the Americans will hold on and that the courts will decide against the monopoly, is what we hope, tho there is no concealing; that this last move on the part of the Grand Trunk may prove to be of critical consequence.

Whether or not the council of St Malachie and the Huntingdon county

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course of action was resolved upon, the success of which remains to be seen. Acting under legal advice, the shareholders did not elect a permanent board, and it was determined to begin anew. The provisional directors meet on Wednesday, and the permanent board will be elected on the 2nd September. It will be impossible for the company, in the position which these legal proceedings have placed it, to undertake much practical work in the way of building their line this Fall. Every ratepayer interested in securing a railway ought to fully understand that, if the District is to continue to be without one, the blame rests solely upon the Grand Trunk. The South Shore had its arrangements completed to begin work the first week in September and to prosecute it so vigorously that the line would have been in running-order, from Potsdam to Longueuil ferry, by the 1st of January, 1883. Americans of ample means were going to do this, and without asking a dollar of bonus. Their motive in building the link was the plain and intelligible one, that it was to supply means of communication with the seaboard for the many hundreds of miles of railroad west of Potsdam in which they have money invested, and on which they expected to get a better return by having an independent outlet to Montreal and Boston. Should these capitalists demur risking their money until the legality of the South Shore charter is fully established, we cannot blame them, and the disgrace is ours, that when Americans come and offer to sink their money in effecting a great public improvement in Canada, it should be in the power of the Grand Trunk or any other company to throw so many obstacles in their way, if not to altogether prevent them. It is the farmers from Dundee to Howick who are to be the greatest losers and the greatest sufferers should the Grand Trunk succeed, and the issue is forced upon them, whether they are going to submit tamely to the despotism of a grasping monopoly or to vindicate their rights.

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and that the present position of the Company's affairs should remain unchanged for the time being. This being agreed to, the hearing was left over until yesterday. On Monday, the directors of the South Shore held an informal meeting and took such steps as they deemed prudent under the circumstances and adjourned to meet next Tuesday.

What effect this proceeding of the Grand Trunk's will have upon the South Shore we are not in a position to say. It is obvious that, if it has no other consequence, it is going to cause a loss of precious time. The season is advanced and every week is of the highest importance, and yet nothing can be done until this prayer for an injunction is refused. Whether the time so lost will count in the delay allowed for beginning work, which expires on the 4th of September, is uncertain, for there is no precedent. If it does, by prolonging the legal proceedings until past that date, the Grand Trunk will achieve its purpose of killing the South Shore.

The pretension of the creatures whom the Grand Trunk has hired to promote its designs, has been that the South Shore company was a bogus concern which never meant to build a railway thru the District—that its promoters are a set of penniless and rascally speculators who are fooling the people of the District of Beauharnois. While thus deriding the South Shore company and laughing to scorn the idea of its ever beginning practical work, the Grand Trunk steps in to ask the courts to prevent them lifting a spadeful! If proof had been wanted to convince the people of this District of the dishonesty of the representations of the hirelings of the Grand Trunk, they have it in the extraordinary proceedings inaugurated last Thursday, for if they really believed the South Shore to be what they affirmed, why adopt such unprecedented means to prevent the South Shore beginning work? If the Grand Trunk did not believe the South Shore to be a genuine enterprise, did not believe that it would construct the railway it proposed, would it have caused legal proceedings to be taken to prevent that company from even organizing?

The case before the courts is technically one between the Grand Trunk and the South Shore: in reality, it is one between the Grand Trunk and the people who live on the line from Howick to Dundas. The question is, whether or not the Grand Trunk is going to have a monopoly of railway construction in this District for all time or whether it is to be kept open for whatever company sees fit to run a railway thru it. Did the Grand Trunk propose to give us a railway it would not be so bad, but here we are, nearing the close of the third summer that it has held a

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RAILWAY MEETING AT HUNTINGDON.

On Thursday, 16th, a deputation from the parish of St Malachio de Ormstown, composed of R. N. Walsh, Thomas Gebbie, jr., and John Gibson, waited on Dr Cameron, M.P.P., requesting him to call a meeting of the ratepayers of Huntingdon county to appoint delegates, to co-operate with delegates from St Malachio, in holding an interview with the board of the Champlain Junction Company relative to their extending their line from Ste Martine to Huntingdon. The requested meeting took place in the County Building on the following day (Friday), when no less than 200 were present. Dr Cameron was called to the chair. He said: Yesterday afternoon a very respectable deputation from Ormstown waited on me and others in the village. The object of their visit was to see whether the Huntingdon people would act in concert with the Ormstown people, to consider the propriety of opening negotiations with the Grand Trunk, or Champlain Junction Company, with a view to have them extend their line from Ste Martine to Huntingdon. The deputation were so gentlemanly in their behavior that I could not refuse their request, and it is for you, and not for me, to say what you will do in the matter. This railway agitation has now become somewhat historical. It began two years ago, when we had heard that the Grand Trunk had secured a charter to build a railroad thru this section. We at once opened negotiations with them, asking how much they wanted from us to build the line. The terms, which you know, were so oppressive, that we could not entertain them. After this, we sought a railway in other quarters, but, by that time, the Grand Trunk had modified their terms, and then asked \$300,000 of a bonus. We then determined to ask the Dominion Parliament to grant a charter to the Montreal & Province Line Railroad Company. We went to Ottawa, but could not get the charter, in consequence of the opposition offered by the Grand Trunk. No sooner had the American company been defeated at Ottawa, than some one endeavored to get a charter for them from the Local House. They were met there by the same Grand Trunk opposition, but were more successful than we had been at Ottawa, for they got some kind of a charter. The company had scarcely time to get it, before an injunction was entered against them by the Grand Trunk. Mr Foster interviewed me the other day, and part of that interview will not, as he requested, be made public. But since then, Mr Foster has made a statement, in a neighboring parish, to the effect that the South Shore was a fizzle, or something like that. Now, the Grand Trunk prevented us from carrying out that scheme. Grand Trunk influence was the means of entrapping that company, with conditions which no company could possibly fulfill. You might as well throw me into a dungeon, chain me and guard me by a sentinel, and then say pointing the finger of scorn at me, Why does not that lubber of a man go ahead? That was ungenerous for Mr Foster to say, for he knows that the reason why the South Shore did not go on, was because of the obstacles devised by his associates. We want a railway, and a railway we will have. If the Grand Trunk had come forward saying Give us reasonable aid, and we will give you a railway in return in

and pence that the Montreal and Sorel Company wanted from the people. But, gentlemen, the object of this meeting is to consider the propriety of opening negotiations with the Grand Trunk and no other company. Of course, Mr Fortune's question will assist the meeting.

Mr DANIEL M'FARLANE—I do not intend to say much. Since the object of this meeting is specific, I do not think we can consider the offer of any other company than that of the Grand Trunk, until it is disposed of. The Doctor and myself were once on a committee to confer with the Grand Trunk, and the terms they asked were, that we give the right of way, furnish ties, prepare the track for the rails, and pay a share of what the rails would cost. This would amount to an enormous sum; and it was so large, that we could not entertain their proposition. After that, however, they modified their terms, and Mr Hickson asked \$300,000, but advised us to petition the Montreal City Council for a grant of \$150,000; and ask for a similar amount from the Local Legislature. In this way, we would get the railway for nothing. But certain parties told us, that the Montreal Council was not disposed to give us any money, and how could we get money from the Local House, when they have only an empty treasury? (Hear, hear.) Mr Foster has said that \$10,000 would be too little from the Ormstown people.

Mr THOMAS CAIRNS said that, as a rule, beggars generally came in person to prefer their requests. He thought that the Grand Trunk should have had somebody present to meet the people.

The CHAIRMAN said that he took the same view of the matter, that Mr Cairns did. He (the Chairman) said private individual, told Mr Foster that he thought that the people might be induced to give the right of way. In reply to which, he was told that the right of way from Ste Martine to Huntingdon would cost \$80,000. "And will you," said Mr Foster, "give that amount and get the railway?" He (Mr Foster) went away promising to be back on Tuesday with a proposition, but this arrangement, he was afraid, had been reversed by the meeting at Durham. The delegates from Durham stated, that the Ormstown people meant to give as little as possible and get as much as they could in return. But, gentlemen, it is for you to say whether it is worth your while, in view of the proposition made to us by the Montreal and Sorel Company, to entertain that of the Grand Trunk. But remember, be not deceived. This company has not got a charter yet.

Mr D. M'FARLANE—Would it not be a very pertinent question, to ask this meeting at once, whether they will elect a committee to confer with the Grand Trunk?

Mr SHANKS asked, in the event of the Montreal and Sorel Company failing to get a charter, would it not be well to entertain still the offer of the Grand Trunk? Their terms so far as he knew, were not very high, and they might still be modified. He assured the meeting that he himself was no Grand Trunk man, but spoke in their favor because he thought a railway could be got from them sooner than from anybody else. They had a bridge, the other company had not, and it would be five years, at least, before the proposed tunnel could be opened for traffic, if ever built. Mr Foster said we

The CHAIRMAN said it expired in '84. He expressed his pleasure at Major Whyte's speech, but could not understand why that gentleman had no faith in any other company than the Grand Trunk. How long is it since the Grand Trunk first got a charter to build a railway thru this district? Twelve years. How often had that charter expired by limitation, and been renewed again? And yet not a shovelful of dust had been turned. How much road have they built during the past two years? Nine miles. At this rate, they would reach Huntingdon at the end of ten years, and yet Major Whyte is highly satisfied with this company. (Cheers.) Why has he no faith in the South Shore? He repeated here his illustration about being thrown into a dungeon, and claimed that that was just the treatment to which the South Shore had been subjected by Grand Trunk influence, and which had prevented their going on. There was a good deal, however, in what the Major had said.

Mr SHANKS—True.

Mr ALEX. CHALMERS said that a railway was wanted. He had faith in the Montreal and Sorel Company, for they did a great amount of work during last summer. He believed they were able to give us a road. But there was one feature which had not yet been mentioned, and it was that the people of Ormstown and Howick were beginning to side with the Grand Trunk, so that more influence than ever would be brought to bear on the Government against the granting of a charter to the Sorel company.

Mr SHANKS—No doubt, it will assist the Grand Trunk should they get the people of Ormstown and Howick to oppose the charter. There is a good deal of force in Mr Chalmers' remarks. It might be well to draw up a resolution giving our reason for not supporting the Grand Trunk. It would have some weight with the people of Howick and Ormstown.

Mr PETER M'FARLANE Kelso, said that, tho the district had not been rightly treated, he had always been used well by the Grand Trunk. But they might decide that day whether they would wait a little longer for the sake of the Montreal and Sorel Company, or not. If that company got a charter, he believed that they (the Huntingdon people) would have a railway by this time next year. If they went to Ottawa, and supported the charter of the Great Eastern Company, they would get a railway and one much better than the Grand Trunk would give.

Many voices interrupting—What kind of a station have they at Ste Martine?

Mr D. M'FARLANE—How many cheese will it hold? (Laughter.)

The CHAIRMAN said that he thought it was his duty to state that the present station at Ste Martine was only a temporary affair, and that a better one would be built as soon as the company could buy timber at a suitable rate.

Mr D. M'FARLANE thought it was premature to appoint a committee to confer with the Grand Trunk because the ratepayers of St Malachio were divided among themselves at present. Nothing ought to be done until they have decided their present by-law.

Mr P. M'FARLANE—Perhaps this meeting is not aware that the Grand Trunk party in Ormstown are the opposition to the Canada Atlantic Company, to which one party in Ormstown is an adherent.

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the means of extricating that company with conditions which no company could possibly fulfill. You might as well throw me into a dungeon, chain me and guard me by a sentinel, and then say, pointing the finger of scorn at me, Why does not that lubber of a man go ahead? That was ungenerous for Mr Foster to say, for he knows that the reason why the South Shore did not go on, was because of the obstacles devised by his associates. We want a railway, and a railway we will have. If the Grand Trunk had come forward saying, Give us reasonable aid, and we will give you a railway in return, instead of pointing, as they have done, the finger of scorn at us, they could expect more from us to-day. But the question is now, gentlemen, are you prepared to open negotiations with the Grand Trunk and get a railway a little sooner than you otherwise can? Are we to forgive the past and show magnanimity? For myself, I have my opinion about the Grand Trunk. I have known Mr Foster for a number of years, and he and I are personal friends, tho we are publicly opposed to each other. The Grand Trunk showed great solicitude in extending their line from Brousseau's, because we were applying to the Dominion Parliament for a charter. They assured the railway committee, in my presence, that they were prepared to give us a railway, and had the means to do so. Just now, another charter is being asked from Parliament; and that is one reason why they are so anxious to extend their line a little farther than Ste Martine. And now, if you are prepared to give a bonus with the Ormstown people, for without a bonus Mr Foster has said, we will get no railway, you will have an opportunity to do so.

Mr JAMES FORTUNE asked for information respecting offers made by other companies.

The CHAIRMAN said, Those of you who read the Gleaner, have seen, among the offers lately made to us, that of the Montreal and Sorel, but which is now called the Great Eastern Railway Company. Their representative wanted to know if the people of this section would co-operate with them in endeavoring to get a charter at Ottawa during the present session. We sent this reply, we thought they would, provided that they showed their ability to carry out the work; that they commenced work at Huntingdon in 1882; that they complete the road from the frontier line to St Lamberts by 1884; and that they secure connection with the American railway system by 1885.

Mr J. M. SHANLY, who was present, asked the Chairman to read the following telegram which he had just received:

SOREL, Que., Feby 17.

Terms mentioned are satisfactory and can be guaranteed. It is in the interest of Huntingdon to be independent of the Grand Trunk. C. N. ARMSTRONG.

The CHAIRMAN considered that Mr Fortune's question was answered.

Mr FORTUNE thought not, however, and advised the appointment of a committee to see what company would build a railway for the least money. As for himself, he would not throw the Grand Trunk aside altogether. The other company wanted help from the people as well as it.

The CHAIRMAN explained that it was moral support and not pounds, shillings

Mr SHANKS asked, in the event of the Montreal and Sorel Company failing to get a charter, would it not be well to entertain still the offer of the Grand Trunk? Their terms, so far as he knew, were not very high, and they might still be modified. He assured the meeting that he himself was no Grand Trunk man, but spoke in their favor, because he thought a railway could be got from them sooner than from anybody else. They had a bridge; the other company had not; and it would be five years, at least, before the proposed tunnel could be opened for traffic, if ever built. Mr Foster said we would have the cars by next Fall, but how truthful he is, you yourselves can judge.

Several Voices—"From the past."

Mr SHANKS continuing his remarks, said that he had asked Mr Foster how much they wanted to build the road and was answered \$60,000. Whether it was to Huntingdon only, or as far as Dundee that their line would run for that amount, Mr Foster was not prepared to state. It appeared to him, that they might be cutting their own noses off, by not supporting the Grand Trunk at present. He understood the force of the Chairman's remark that we would get a railway yet. But it was a question whether Mr Boyd and his party would succeed in getting a charter at Ottawa. His (Mr Shanks') own impression was, that they would not, for the Grand Trunk would make such representations at Ottawa, as would hinder them from getting one. He repeated that he was no Grand Trunk man, but would support a movement to get a railway from them as being the only chance they had at present.

SEVERAL VOICES—If they lie to Parliament, they will lie to us.

Major WHYTE said he could endorse everything said by Mr Shanks, with the exception that that gentleman had remarked that he (Mr Shanks) was no Grand Trunk man. As for himself, he was a thurd Grand Trunk man, and had no faith in any other company. He would favor the granting of a bonus to the Grand Trunk. For over 30 years a railway agitation has been going on in this district, but, so far, little or nothing has been done. He knew a hatred existed in the country against the Grand Trunk. Go out into the country, and you will find that this is the case, but ask a farmer why he is opposed to the Grand Trunk and he cannot tell you. At all events, the Montreal and Sorel road is not the one we want. They have no bridge, and we would be landed at St Lamberts, whereas Montreal is our market. He thought that to have the road run from the seignior line to Dundee, \$40,000 would not be too much.

Mr SHANLY—It has been stated that we have no bridge. Now, we have a lease of the Victoria Bridge for the passage over it of our trains for a period of ten years.

Mr JAMES CAMERON, Atholstan—Are we to understand that the charter held by the Grand Trunk is to exist for all time? If so, they rule at Ottawa, and will rule here also. (Hear, hear.) Has not the Grand Trunk in order to keep their charter in force, certain obligations to fulfill? I think they have.

Mr D. MCFARLANE—When does the charter of the Grand Trunk expire by limitation?

temporary affair; and that a better one would be built as soon as the company could buy timber at a suitable rate.

Mr D. MCFARLANE thought it was premature to appoint a committee to confer with the Grand Trunk because the rate-payers of St Malachie were divided among themselves at present. Nothing ought to be done until they have decided their present bylaw.

Mr P. MCFARLANE—Perhaps this meeting is not aware that the Grand Trunk party in Ormstown are the opposition to the Canada Atlantic Company, to which, one party in Ormstown is endeavoring to grant a bonus. I am satisfied that if the Grand Trunk had not offered us so much opposition, we would have been able to go to Montreal, from Huntingdon, in the cars to-day. (Applause.)

Mr THOMAS CAIRNS said he would be in favor of waiting on the new company (Montreal and Sorel). He considered the present move of the Grand Trunk was simply to choke off the charter now asked for at Ottawa.

Mr CHALMERS—I would state that the Howick people are in favor of giving a bonus to the Grand Trunk.

Mr D. MCFARLANE—Will they be willing to give a bonus to the Grand Trunk after giving one to the Canada Atlantic?

Major WHYTE—We have nothing to do with the Canada Atlantic.

Mr SHANKS thought a committee ought to be appointed.

It was then moved by Major Whyte, seconded by Alex. Chalmers, that a delegation be appointed to confer with the Ormstown people with a view to have the Champlain Junction Company extend their line from Ste Martine to Huntingdon.

Mr JOHN FORD—It appears to me that we have been fizzled long enough by the Grand Trunk. And now they have laid another bait for us.

A Voice—Not at all.

Mr FORD—I believe the Grand Trunk authorities have been the means of keeping us without a railroad so long. We should, therefore, be decided to a single man, against a delegation.

The motion was then put by the Chairman, after explaining its object once more. 8 out of the two hundred in the room were in favor of it.

A motion was then put that a committee be not appointed, and was carried unanimously.

Mr FORD thought, tho it might be a little out of place, that the meeting should now turn round and give its support to the Montreal and Sorel Company.

Mr J. H. GILMORE said that all who wished to support that company could do so by subscribing their names to the petition asking Parliament to give it a charter.

Mr JOHN HUNTER—Send for the papers.

CHAIRMAN—The same papers may be seen at Wilson & McGinnis, Atholstan, and at the Post-office in Huntingdon.

Mr JOHN HUNTER—Business is not rushing, we can wait until the petitions are brought.

Mr THOMAS CAIRNS—We will wait for two hours if necessary.

Moved by Daniel McFarlane, seconded by Dr Marshall, That this meeting hereby pledge itself to give its support at Ottawa to the Montreal and Sorel Company, to enable them to get their charter. Carried unanimously.

February 23 1882

RAILWAY MEETING AT HOWICK.

A MEETING was held yesterday afternoon in Mr Cunningham's hall, Howick, which was filled by residents of that village and its neighborhood. Mr Gebbie was called to the chair and Mr McClenaghan was appointed secretary.

The CHAIRMAN, after dwelling on the advantages of railways, said they were in the position of having one to Howick this summer if they did their part, and therefore it was their duty to do all that lay in their power to get it that far and leave it to others to continue it farther. There was no way at present of uniting the parish as a whole in the enterprise, for the upper part was giving their support to the Great Eastern. He believed they were following a shadow, and would ultimately see their mistake and give a helping hand to get the Montreal & Champlain Junction company's railway completed, when we would be willing to aid them. He closed by reminding the meeting that a railway would also give them a telegraph, and by explaining the cause of Col. Stevenson's absence, who had gone on the Board of Trade excursion to Chicago.

Mr FOSTER said the people of the district had been agitating for half a century to get a railway, and had failed, but the company he represented was ready to supply the lack. The question had been asked here, How long have you occupied its territory and prevented our getting one? In 1864, Governor Fane, himself, and other capitalists had united and bought the Montreal & Plattsburgh line, the intention being to make a new route to New England and New York by way of steamer from Plattsburgh to Burlington and thence by the Burlington & Rutland road. In operating the new route, difficulty arose from the crossing at Caughnawaga, and it was found essential to go to the Victoria bridge. He had approached Mr Brydges about building a line from St John's to the bridge, but before it could be constructed Governor Smith of the Vermont Central took the wind out of their sails by leasing the Burlington & Rutland line, and the charter that had been obtained to build the branch to the bridge remained in abeyance from 1868 to 1878 and lapsed. In the latter year, Mr Hickson, who had succeeded Mr Brydges, wanted me to revive the charter, and it was done, in its present form, in 1879. We have thus had the charter only for 3 years, and what have we done? We have built over 23 miles and spent \$110,000, and don't owe a dollar to anyone along the line. We are no dog in the manger, who will neither build ourselves nor let others do so, but I ask you, seeing we were getting no municipal assistance, had we not a right to take our own time to do the work? Our line does not rival 2 roads from what suits the people, with whom we have kept good faith. Having done so much, are we not justified in opposing those who seek to build a parallel line to ours? He had been asked that day, did you not say 2 years ago, at Durham, that your road was independent of the Grand Trunk? Yes, and we are still the same independent company we were 3 years ago and are not merged in the Grand Trunk, and, though our alliance with it is stronger, we remain a distinct and separate corporation in every sense. If we have not our own rolling stock, it is because we have not received the local and provincial aid we have a right to expect. It was also alleged that the road did not give a thru connection, that if anything was to go to the States it had first to go to Montreal. That was not true, for they would ship direct from Sto Martins to any part of the continent by Mooers, Rouses Point, or Island Pond, and a car of horses for Lapensee had been despatched the other day. Why am I here to-day? Some of those unfriendly to us will say, because another company is applying for a charter. It was not so and he was glad the reverend gentleman was present who was the sole cause of the present agitation. We did not intend to move about seeking help until the frost was out of the ground, but the Rev Mr Blair urged us to go on at once, representing that the people of Huntingdon had changed their views regarding our road, and Col. Stevenson acceded his request and asked me to go and see. I went to Huntingdon, and found that my reverend friend was correct, and from that time since he, and his friends in Huntingdon have been persistent in urging

many have been induced to sign petitions, asking that it get a charter, under the pretence that they would build them a railway without their having to pay anything. Its engineer and agent, Mr Shanly, had gone thru the District saying so—

Rev J. B. Muir—He said so at Huntingdon.

Mr FOSTER—Yes, and said so elsewhere, yet here I have it under his name that the Great Eastern does not intend to build their road without municipal aid, but mean to get all they can. He gave me this letter:

St LAWRENCE HALL, MONTREAL,
March, 23, 1882

S. H. Foster, Esq., Director M & C. J. R.R.

SIR—I never did, nor did any one else in the interest of the Great Eastern applicants for a charter, to my knowledge, give the people of Chateaugay and Huntingdon counties any assurances that said railroad company, if a charter was obtained, would not ask the people of said counties for bonuses, and aid to means with which to construct the road.

Yours truly,

J. M. SHANLY

Mr FOSTER—Have we not a right to resist the granting of a charter to parties who act in this way? I think Mr Shanly told you, Mr Chairman, they wanted no local aid?

The CHAIRMAN—I had no conversation with him.

THOS. GIBBIE, JR.—It was me he called upon with his petition. He said his company would take all the municipal aid they could get and look for more.

Mr FOSTER—It must have been some one else, then, that told me. However, there is no doubt Mr Shanly said so, but more than that, Dr Cameron used the same inducement. At a meeting in Huntingdon, as reported in the Gleaner of the 23rd Feb., I read that Mr Fortune asked what was the amount of aid sought by the Great Eastern, when Dr Cameron replied that it was not pounds, shillings, and pence they asked, but their moral support to get them a charter. And here I have Mr Shanly's written statement, that that is not true. Mr Shanly also represented that his company had a lease for the use of the Victoria bridge.

THOS. GIBBIE, JR.—Yes, he told me that.

Mr FOSTER—Well, here I have another declaration from him, denying that he ever made such a statement to the people of this District.

S. W. FOSTER, Esq.

SIR—I never said to any one that the Montreal & St. Lawrence or Great Eastern had leased for one or any term of years the Victoria bridge.

Yours truly,

J. W. SHANLY

I have no hostility towards the Great Eastern beyond this, that I believe it is seeking a charter in order to place it on sale. It is not in your interest that there should be 2 rival roads, fighting and struggling, in this narrow strip of country, and we say to you, We mean to build you a road, and if you want any better security than the road built and run, we will give you any guarantees that we will do what we promise in return for the aid the municipalities are asked for. We mean to connect with the American railway system, and within the past 48 hours negotiations have been opened to that end and will be speedily consummated.

The Rev J. B. Muir said he only represented himself at the meeting, to which he had come for information. During the 8 years he had lived at Huntingdon, project after project had been started, and all had proved abortive. From the letters read by Mr Foster it was evident the Great Eastern had misled us, and since they had acted in such a manner he believed they should all unite along the line to get the Montreal & Champlain Junction built. Having repeated in detail his visit to Montreal to deliver the oration at the Burns' anniversary, and the consequences that had flowed from his remarks, he urged that, as soon as the Great Eastern application for a charter was rejected, they should stand shoulder to shoulder for the Champlain Junction, and with a strong pull, and a long pull, and a pull altogether, they would have a railway. (Applause.)

Moved by George McClenaghan, seconded by Thomas Gibbie, Jr., That this meeting is in favor of extending the railway westward from Sto Martins, and that it is convinced it would be a great benefit to the public.

JAMES STREX, brought up again the Huntingdon county council petition (published in last Gleaner) which he considered contained statements that should be answered.

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who seek to obtain a parallel line to ours? He had been asked that day, did you not say 2 years ago, at Durham, that your road was independent of the Grand Trunk? Yes, and we are still the same independent company we were 3 years ago and are not merged in the Grand Trunk, and the our alliance with it is stronger, we remain a distinct and separate corporation in every sense. If we have not our own rolling stock, it is because we have not received the local and provincial aid we have a right to expect. It was also alleged that the road did not give a thru connection, that if anything was to go to the States, it had first to go to Montreal. That was not true, for they would ship direct from St. Martin to any part of the continent by Moores, Houses Point, or Island Road, and a car of horses for Lapensee had been so sent the other day. Why am I here to-day? Some of those unfriendly to us will say, because another company is applying for a charter. It was not so and he was glad the reverend gentleman was present who was the sole cause of the present agitation. We did not intend to move about seeking help until the frost was out of the ground, but the Rev Mr Muir urged us to go on at once, representing that the people of Huntingdon had changed their views regarding our road, and Col. Stevenson acceded his request and asked me to go and see. I went to Huntingdon, and found that my reverend friend was correct, and from that time since he, and his friends in Huntingdon have been persistent in urging us to go on. (Our hearts warm to the Rev Mr Muir for all he has done for us. On my way back from Huntingdon, at a meeting which was sprung on me and my friends from Howick at Durham, I was accused of misrepresenting the feeling at Huntingdon and was told we had to build that far or our charter would lapse. The Minister here read the minutes of the railway committee when the Montreal & Province Line Co. was refused a charter, which stated that his company must make a bona fide beginning.) Well, have we not built not only 10 or 12 miles, but 23 miles, and is not that a bona beginning? [Mr Foster here spoke of Mr Scrivner, and denied the correctness of the Gleaner report in making him say he had paid that gentleman a sum of money. The money he had given him was to pay legitimate expenses in connection with obtaining the charter. Mr Hickson was a man above intrigue, and his object in getting that charter was the honorable one of securing to the people of this section railway facilities.] I have come here to-day at the invitation of the people of Howick, and if you give us a sufficient subsidy we will extend our road to your village within a few weeks after the frost is out of the ground. I told the Huntingdon county council the other day, that we intend to construct our road within the lifetime of our charter and on the line laid down in our survey, but whether we will do it this year or next depends upon the aid given us. If the municipalities unite and give us the small amount of aid asked, by the 1st of October, if not the 1st of September, we will give you a ride to Huntingdon village on the cars. God helps them who help themselves, and if the people of this district are without a railway it is because, unlike the Eastern Townships, they have not offered bonuses of fifty and, in no case, less than twenty thousand dollars per municipality. When, some years ago, a delegation from Huntingdon waited on Mr Hickson, and he asked \$300,000, he did not mean to leave them under the impression, which they did, that he expected the municipalities to make up that amount. He intended that Government and other outside aid was to be included in that sum, but the delegation went home discouraged from having a different impression than Mr Hickson meant. Rival schemes took advantage of the feeling that thereby arose and one that got a charter last year had offered to sell it to the Champlain Junction, which had scorned to have anything to do with it. The last come is the Great Eastern, and

for the aid the municipalities are asked for. We mean to connect with the American railway system, and within the past 48 hours negotiations have been opened to that end and will be speedily consummated.

The Rev J. B. Muir said he only represented himself at the meeting, to which he had come for information. During the 8 years he had lived at Huntingdon, project after project had been started, and all had proved abortive. From the letters read by Mr Foster it was evident the Great Eastern had misled us, and since they had acted in such a manner he believed they should all unite along the line to get the Montreal & Champlain Junction built. Having repeated in detail his visit to Montreal to deliver the oration at the Burns' anniversary, and the consequences that had flowed from his remarks, he urged that, as soon as the Great Eastern application for a charter was rejected, they should stand shoulder to shoulder for the Champlain Junction, and with a strong pull, and a long pull, and a pull altogether, they would have a railway. (Applause.)

Moved by George McLennan, seconded by Thomas Lebbie, jr., that this meeting is in favor of extending the railway westward from St. Martin, and that it is convinced it would be a great benefit to the public.

JAMES STEEL brought up again the Huntingdon county council petition (published in last Gleaner) which he considered contained statements that should be answered.

The CHAIRMAN thought it better to leave such matters alone and attend to the business of the meeting, which was, how to get the railway to Howick and what aid we can give.

Mr STEEL said one statement in the petition was pertinent to their business, for it said Mr Foster had declared his company would not build their road unless they got \$80,000 from the municipalities.

Mr FOSTER, who had previously declined to consider the petition on account of his friendship for Dr Cameron, wished to state emphatically that he had never said anything of the kind, and would refer to Col. Stevenson and the Rev Mr Muir, who were present at the council.

Rev J. B. Muir—Have you heard you make such a statement.

Mr FOSTER—What I did say to the council was, if you do not give us this local aid, we will extend our line mile by mile as it suits us, and take the time allowed by our charter.

Councillor STEWART said the absence of parties from the other parts of the parish showed they did not want this railway, so we must do the best we can for ourselves.

THOMAS GINNIE, jr., wished to guard against the impression going abroad that the people of Howick and neighborhood did not want to see the road extended. On the contrary, we want to see the road go past us, but as these west are not likely to move, we make an offer now for its extension to Howick. He would move, seconded by Jas. Steel, That a committee be appointed to solicit subscriptions to be handed over to the Montreal & Champlain Junction Company on their completing the road to Howick and running trains over it, the sum to be sufficient to induce them to do so, and with the view of their extending to Dundee.

ROBERT NESS would like to work in unity with the people at Durham, and regretted they stood aloof. He thought there should be an understanding as to whether, if the parish did in time give a bonus, they would have to pay it as well as the subscription proposed.

The CHAIRMAN replied that there was no prospect for some time of the upper part of the parish co-operating with them in getting the Champlain Junction road extended. They had never, the asked, taken any part at our meetings. If the parish ever did grant a bonus, our subscriptions would be deducted.

Mr NESS said he would have been willing to give a little to the cross road.

passing of the said act?

Mr Loranger—It is not the intention of Government to have the act repealed or amended.

THURSDAY.

Mr Watts complained that several agricultural societies had not received their grants for last year.

Hon J. G. Robertson, in reply, stated that the money had been paid to the Board of Agriculture. He believed there was a screw loose in the Department of Agriculture and thought its chief should look into the matter.

Mr Chapleau stated that the secretaries of agricultural societies neglected to make the necessary returns required by law, and their grant is then not made.

Mr Gagnon brought up the fact that Le Journal de Quebec, owned by the father-in-law of Mr Flynn, Minister of Crown Lands, had received and was daily receiving a great deal of Government printing, for which it overwhelmed the Opposition with scandalous abuse. After a personal debate, a motion for a return of the money paid Le Journal was carried.

A number of private bills were read a second time, and referred to the Private Bills Committee.

FRIDAY.

This was the day set for introducing the resolutions providing for the sale of the North Shore railway, but Mr Chapleau was so weak that Mr Joly requested the Premier to postpone the introduction of the measures until a later day, and stated that as leader of the Opposition did not make this request because he desired to delay the business of the House, but because he felt certain that the Premier was unfit to undertake the difficult task before him.

MONDAY.

Mr Damoulin introduced a bill to provide subjects for schools of anatomy and also to prevent fires by wooden roofs on houses, by obliging the placing of mortar under the shingles.

In reply to Mr Demore, Hon Mr Loranger said that at present the Government had under its consideration a proposed new tariff for registrars.

Mr Chapleau, in a very long speech, moved the adoption of the resolutions relating the western section of the North Shore Railway to the Syndicate. The policy of the late Sir George Cartier had been to make Montreal the terminus of the Canadian Pacific Railway, and now he was glad to see that to him and his Cabinet was given the honor of completing the great railway, and initiated by this great statesman. The future of Montreal and the Province of Quebec was assured, and the position which they would hold in the Dominion would always be a leading one. The present sale made Montreal the terminus of the railway, and assured to Quebec a large share of the carrying trade of the east and west. After referring to the necessity of selling the road to meet the public debt, on which \$500,000 is now being paid yearly as interest and sinking fund, Mr Chapleau entered at great length into the consideration of the various offers made for the purchase of the road, and which have already been published. The price for the entire line was 8 million dollars, or nearly 5 millions less than it had cost, for the returns showed there had been expended upon it \$12,615,000. Some people say that the price offered to the Government is not sufficient for the cost of the road. Mr Chapleau said he was not one of those who thought that the whole success of a railway operation lay in the amount obtained by it. No; there was a still greater success to be attained, when, in disposing of a road, the future of the province is assured. The proceeds of the sale would be used to pay off the debt of the province, and for no other purpose. He then detailed at great length the enormous sacrifices at which several of the great American canals and railways had been sold, at prices much lower than their original cost. It being now eleven o'clock, the time agreed to adjourn the meetings of

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very difficult.
Sorel, April 1.—The last spike on the Montreal & Sorel Railway was driven home by Mr John Rankin, the Vice President of the company, the President being unavoidably absent, at eleven o'clock to-day, in the presence of a large number of the people of Vercheres. A special train had left St Lambert at half-past nine, with the directors and principal officers of the company and a few invited friends. Before the driving of the last spike, a handsome bouquet was presented by the ladies of Vercheres to the managing director, Mr C. N. Armstrong. After spikes had been driven by the contractor, Mr Pombrooke, Mr Massey, the chief engineer, and Mr J. F. Armstrong, the superintendent of the road, the train proceeded to Sorel amid the cheers of the assemblage. The train arrived at Sorel at one o'clock and returned to Montreal this afternoon. The visitors expressed great satisfaction at the smoothness of the road and the strength and substantiality of the bridges and trestle work. Regular trains will commence running on Monday. The astonishing rapidity with which this road has been constructed augurs well for the prompt construction of the Great Eastern Railway, which is being organized by the same people.

The Richelieu and Ontario Navigation Company is understood to have decided not to accept any of the offers made for the purchase of their upper line of steamers, and will run them as usual. The opposition will be more vigorous than last year.

Of the 2,240 persons admitted into lunatic asylums in Ontario since Confederation only 48 were teachers, 22 clergymen, 10 lawyers and 1 editor.

UNITED PRESS ASSOCIATES

April 6
1882

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The general feeling was that the Liberals lost nothing by the discussion, and that energy on their part will ensure success.

HOWICK.

An occurrence of unique importance in the history of this locality took place on the afternoon of Monday the 12th inst. Although various rumors were afloat as to the immediate beginning of work on the Montreal & Champlain Junction Railroad, nothing definite was known until it was reported that men were being engaged at Ste. Martine by the contractor, Mr. McFarlane, and on Monday men were being procured to make a commencement at Howick. Mr. Foster, in company with Senator Bureau, who represents a portion of this district, arrived in the forenoon, and, at the hour of two o'clock in the afternoon repaired to that part of the surveyed line which crosses Dr. Mackay's property at a point situated about one quarter of a mile north from the centre of the village of Howick, where, in the presence of a number of spectators, including a sprinkling of the fair sex, the first sod was turned, that honor being very properly conferred on our esteemed citizen, Mr. Thomas Gibbie, Jr., the second, third, and fourth spadefuls respectively being lifted by Senator Bureau, Judge Foster and Engineer Hannaford. After a few remarks by Mr. Gibbie, as to the present occasion being proof positive of the company's intention to fulfil their promise, and the energy displayed by the company in spite of innumerable obstacles, Judge Foster, in a few words, expressed the pleasure he felt at meeting the people of this vicinity under circumstances which boded the completion of the road to Howick within six or eight weeks. He was followed by Senator Bureau, a gentleman somewhat advanced in years, who has occupied his present position for twenty-eight years, is rather below medium stature, with features bloodless and locks of silvery white. He referred to the deep interest he took in the welfare of the district, giving his reasons for supporting this company in opposition to others, and stating that it was thru his efforts that the charter, originally procured with Mr. Scriver's assistance for the M. & C. road for a term of ten years, was amended so as to limit the time of its completion to six years beginning in 1878. After three cheers for Mr. Hickson, the vice-president, three for the people of Howick, proposed by Mr. Foster and three for our welcome visitors, proposed by Mr. R. Ness, the company dispersed, leaving the workmen to proceed with their operations.

Mr. Quinn, the Conservative candidate for the House of Commons, and Mr. Holton, the Reform candidate, are canvassing for the coming election, but the return of the latter is pretty certain as this county seems to be thoroughly Reform in its political proclivities. Although very deep interest is being taken in election matters, still the people seem to be alive to the injustice done to Ontario by Sir John in the proposed reduction of that Province to a fourth rate position by the addition of a large slice of territory taken from Ontario and given to Manitoba, and the Streams disallowance bill, which throws the monopoly of floating timber into a single hand. The party in this case, in harmony with Sir John's tactics, being a supporter of his, are also creating indignation in the minds of the unbiased in this section by their getting up opposition to Mr. Scriver, whose unwavering adherence to his originally avowed political principles, his excellence as a public speaker, and, above all, his Christian standing and gentlemanly deportment in the community, deserve better than that even an opponent should have been proposed in opposition to him, and particularly that Davidson, a lawyer, a supporter of the Onderdonk and other scandals, should be selected.

Surveyors locating the line of the Canada Atlantic road are within a short distance of Howick and the line is expected to cross the English River not more than half a mile south of the village. It is said that land wide enough for a double track is being bought as they go along.

Mr. Bergeron was re-elected on Tuesday by acclamation member for Beauharnois.

During the past month there has been

retaining from 1864 to 1865 in Parliament for May 1865. He had several disputes and had recently left London. He took an active part in the prosecution of Father C. since. A few months ago church at Carranro arms rifle while mass was being priest ordered him to leave he escaped by a side door being mobbed. Mr. Bour relative of the late Under When the news of Mr. reached London, his brother lobby of the House of Commons Mr. Parnell and Biggar of

Nearly at the same time made to assassinate Mr. Ballin, and was a woman approached him in a why he took the farm where do so. Six shots were fired bullets lodged in his thigh found insensible. He is probably dead. The police scene of the outrage. Four arrests have been made. The attempt to murder a five farmer and millowner. The common, was also charged with blackened faces, cartridges, jumped over the yard in the day time and agely. His son came to was compelled to flee. The assassins then shot knee and ankle. He is Four men were arrested, identify any.

Dublin, June 10.—The Agrarian crimes have been sensation in Dublin. The and permanent officials were until late last night and various parts of the country protection of landlords and The feeling of despondence greater. The feeling is fact that the agricultural the country is particularly

Brookfield, Mo., June who took \$2,000 from a bank rode into town just as the for the day. Damocles in cloths with revolvers and safe and money drawers. out still covering the cler revolvers. Ramounting, the revolvers and shouting. Men were masked. I thought Frank James was gang. Parties familiar gang think Frank was in the affair, although the job James boys' style. It is not in the neighborhood of timber near Brookfield likely the gang will be of men stopping on a farm the past three weeks kept the time. Nobody knew horses were stolen there.

Victoria, B.C., June 9 from the Fraser River V disastrous floods ever known A week's warm weather the mountains to melt, rapidly before the settlers all their effects. The Chellwack and Sumas are and settlers reach their hands and skiffs. All the crop lands are destroyed. Yesterday nine o'clock Mategin dy the water covered the ruining the crops and 4000 invested in the dyke Steamers and no difficult where a few days ago we On the line of the Yale River is 62 feet above low wagon roads in some under water. Bridges on the railway works connect The accounts are now on the weather has turned rains. Another ship died yesterday, and Chinook 40,000 will arrive before the Penham, Minn., June 9. and 17 who were killed

object.

A DELEGATION waited on the Grand Trunk authorities on Friday, and were informed that the Ormstown by-law could not be accepted, so far as regards the time given to build the road. On Saturday, the Council met, when they substituted the 15th July as the date on which to enter Durham instead of the 1st Feby. The by-law will be voted upon on the 6th and 7th of next month. The Company expect to be able to cross the Bean river this week, when the English river bridge will be undertaken, and on which nothing has so far been attempted. Grading west of the Howick depot is to be resumed, if it has not been already. The station-house is to be 20 by 70 feet. The extracts from the Malone papers show what kind of thru connection the Grand Trunk desires—a thru route to Lake Champlain by way of Dundee. The facts given will show that the objections of many to the Grand Trunk on the score of its connection westward, are not unfounded. The South Shore continues to work steadily westward of this village. Yesterday afternoon there were 34 men at work, and 6,400 feet of grading are now completed. They are now on Miss Lamb's farm. The Canada Atlantic company are working steadily at the Lacolle end, and have let the 2nd section. Their surveyors are engaged near Valleyfield in locating the line. The company expects to be able to cross the Grand Trunk's track at Coteau Landing on Sunday, when they will run trains to the river's edge.


September


21


1882


Mr Hannaford was up and staked out the station at Whites on Friday. No work has been done yet, but the carpenters, so soon as they have finished the shed at Huntingdon, go there, and expect to complete the building this Fall. It is not the depot the people were led to believe they were to get, being a flag station, similar to that at Brysons, only with a larger waiting and freight room. A section man is to be in charge. The company promises, should they find the amount of business sufficient, in course of time to place a station-master and issue tickets, take payment for freight, and grant bills of lading as at other points. The brothers White have granted the necessary land, some two acres, free, and with two others guarantee the payment of a bonus of \$1000. As to the extension of the road west of Fort Covington, ground was broken at Bombay on the 23rd and will be at Massena on the 5th November. No contracts for grading have been issued, and what work is being done is by the voluntary efforts of the farmers, with a little hired help.

November 15 1883

 The train on Monday evening did not come in until after 1 o'clock in the morning. The cause of delay was the opening of the wrong switch as the train approached the Victoria bridge, causing the locomotive and cars to leave the rails. There was a panic among the passengers for a little while, but no one was hurt. Conductor Richardson behaved with much coolness. The Hemmingford part of the train did not leave the track. Instead of sending a fresh train to take the passengers on, the Company kept them waiting until the cars were lifted back on the rails, which was a slow process. ~~The switchman was discharged.~~

 We hear that the outbuildings of Mr. Loudon, Covey Hill, were burned on Friday night, but have received no particulars.

 Mr D. R. Hay of Howick has kindly consented to allow his name to be added to the number of agents for the Gleaner, and any wishing to subscribe or pay their subscriptions may do so to him.

 There were two errors in the prize-list of the Chateaugay Plowing Association, given last week. We reprint it in corrected form:

1st prize, a Seeder, presented by D. McCormack, the winner to pay \$40—

D. W. McClenaghan.....English River

2nd David Cunningham.....Chateaugay

3rd John McCartney.....do

4th J. H. McEwan.....Beauharnois

November 15
1883

DUNDEE.

Premo and Spencer, furniture manufacturers and dealers, of Fort Covington, have rented the old store formerly occupied by Mr Baker of Dundee village, for the sale and putting together of furniture, in order to supply their Canadian customers and save the duty. Another party is looking up a building to start a blacksmith and wheelwright shop on the line here at Dundee, which will be a convenience.

The thunder and lightning on the evening of the 9th inst., set to fire some buildings to the South of this, near Moira, N.Y.

Thanksgiving Day and the 400th anniversary of Luther's birth passed without special notice here; except that on the first-named a few rails were laid on the United States and Canada Railway, connecting it with the Montreal and Champlain Junction Railway, and thus binding the United States and Canada by steel. The President of the last-named railway and Mr Foster, were present, and a large number of the citizens of Fort Covington and those connected with the road. Speeches were made, gold and silver spikes were driven, &c., but not being present I cannot give the speeches. On that day I had to preside at an election of a chief for the St Regis Indians. Last July I held an election, but it was contested and declared void by the authorities at Ottawa, thru fraudulent voting (not from bribing or treating), therefore a new election had to be held. The Indians are getting so they can carry an election on scientific methods, imitating the whites very well. At an election held a year ago, complaints were made by the defeated party that the opposing party had a jug of whiskey in an adjoining building, where they were inducing persons to vote for their side by giving them a drink. It was submitted to the Department, but what they (the Indians) would have to prove to annul the election was a little beyond their capacity.

The matter of cleaning out and making ditches, water courses, &c., is disturbing the quiet of the township; one says, "I won't," the other says, "you will," and then come lawsuits


November
22
1883

ST LOUIS DE GONZAGUE.

The work on the Canada Atlantic railway seems to be drawing to a close. The iron bridge over the St Louis river was put in place on Saturday. It was brought from Lacolle, put together and suspended between two cars. The cars were placed one on each side of the span, and all the timbers of the temporary bridge were cut away and the iron bridge let down on the abutments. The whole thing was done in 8 hours, when the engine and train passed over the new bridge. There is a culvert over a creek on the east side of the river which is not finished yet. It will cost almost as much as the river bridge. We hear it is to be covered with iron also.

The station is to be on the south east side of the river. The building material for the station is all laid down. It is to be 60x24 feet. There are also ties and rails for a siding of 800 feet. We think the station will not be built this Fall.

November 22
1883

 The work of finishing the railway is going on so actively, that its opening to Fort Covington next month is confidently announced by those interested. The ballasting is completed on the Canadian side with the exception of several stretches, the longest of which is at the extreme end. Should no snow come there is little doubt the work will be completed next week. The rails on the American side were laid on Tuesday. The track is being continued to the edge of the Salmon river, to enable the engines to get water. Work has been begun on a roundhouse, a turn-table, and a shanty, that will serve as a temporary depot. A change of time in the running of the train came in force on Monday, and it now leaves at half-past 6, and arrives at a quarter to 7. We subjoin the corrected time-table. A freight train came up for the first time on Saturday. It will not however, run regular trips to here until the line is completed.

GOING EAST—The Train for Montreal leaves Huntingdon every week day at 6.30 a.m., Ormstown 6.47 a.m., Brysons 7.05 a.m., Howick 7.15 a.m., Ste Martine 7.25 a.m., St Regis 7.45 a.m., Ste Isidore Junction 7.55 a.m., arriving in Montreal at 9.15 a.m.

GOING WEST—Leaves Montreal every week day at 4.00 p.m., Ste Isidore Junction 5.10 p.m., St Regis 5.20 p.m., Ste Martine 5.40 p.m., Howick 5.53 p.m., Brysons 6.10 p.m., Ormstown 6.20 p.m., arriving at Huntingdon 6.45 p.m.

Train leaves Hemmingford at 7 a.m. and returns with train for Huntingdon.

November 22, 1883

The unequalled weather of late has enabled the contractor to complete the railway to Fort Covington, and with the exception of the siding there, the line is now ballasted. The round-house and turn-table that were used at Ste Martine have been moved up to the Fort, and are being got ready. The round-house has been enlarged to accommodate 2 locomotives, and a water-pipe laid down to the Salmon river. The expectation is that the road will be opened for traffic within a fortnight. The arbitrators, Mr Cole and Mr James McArthur, could not agree as to the price of Rielly's gravel-pit, and Mr Simon Rennie was chosen as thirdsman. They meet to-day to complete their award. The Italians employed in ballasting have been discharged.

November 29
1883

OPENING OF THE RAILWAY TO FORT COVINGTON.

To the Editor of the Canadian Gleaner.

SIR,—Huntingdon and Fort Covington met with an agreeable surprise on Thursday evening, the 20th instant, by the commencement of regular traffic to the latter place. The night before, Mr E. Richardson, the conductor, on his arrival at the station received a telegram, telling him to proceed the next evening with his train to Fort Covington. He mentioned the fact, but no one thought that there would be any formal opening or demonstration on such short notice. On Thursday evening I went to the station to meet some expected friends, when, to my surprise, Mr Foster and Colonel McEachern came out of the train and urged me to go with them. I pleaded my want of preparation, and that I intended going to the St Andrew's Church Sabbath-School festival. They would take no excuse, and I, nothing loath, entered the car. Here I found, at one end, the whole of the Durham Brass Band, in full uniform, playing away with might and main. There were also a number of old friends, Col. Brosseau of Laprarie, Mr Hebert of Ste Martine, and Mr Gebbie and Mr Stewart of Howick, and Dr McLaren of Durham. After a short and agreeable ride of about 35 minutes, we reached the terminus at the Fort. A large crowd was assembled, consisting of the principal people of the village. A magnificent bonfire was blazing, and a great number of young men, with lamps attached to sticks in their hands. A procession was soon organized,—the Band in front, next the torch-lights, and the strangers and citizens. Mr Lincoln kindly acted as my conductor. The procession marched to the hotel opposite the Methodist church. Dr Gillis ascended the platform and, after a few remarks, introduced Mr Foster, who made a stirring speech, apologizing for its brevity on account of the cold. There was a large assemblage, probably over 500. A number of ladies were present. We now went into the hotel, which we found remarkably warm and comfortable. We were almost immediately invited to partake of an oyster supper, to which ample justice was done. After supper a meeting of the Directors of the United States and Canada Railway took place, to transact some necessary business. After the meeting was over, a social meeting was held in a large room, about 30 being present, consisting of prominent citizens and the strangers from Canada. Mr Whitney occupied the chair. Nearly every one in the room was asked to make some remarks, I being the first called upon. Mr Foster made a long and eloquent address, giving a history of the road up to the present time, dwelling particularly on his first

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warm and comfortable. We were almost immediately invited to partake of an oyster supper, to which ample justice was done. After supper a meeting of the Directors of the United States and Canada Railway took place, to transact some necessary business. After the meeting was over, a social meeting was held in a large room, about 30 being present, consisting of prominent citizens and the strangers from Canada. Mr Whitney occupied the chair. Nearly every one in the room was asked to make some remarks, I being the first called upon. Mr Foster made a long and eloquent address, giving a history of the road up to the present time, dwelling particularly on his first interview with Dr Gillis. Mr F stated that the road would, without doubt, be extended and finished in 18 months, but that the route had not yet been decided upon. He complimented the people of the Fort on their great demonstration on such short notice, and said that if they had been given a fortnight's notice, the village would not have held them. He was loudly cheered. Dr Gillis made an excellent and humorous speech. He said that so much was he taken up with the road that he used to dream about it, more particularly one night, when he had a remarkable dream. Mr Gebbie said that he had now about a year's experience of the benefits of the railway, and they were almost inconceivable. Colonel McEachern also dwelt on the benefits of the road, and said that farmers were now exporting hemlock bark to the States, and that formerly it used to rot in the woods. It was after midnight before the meeting broke up. We were then conducted to most comfortable bed-rooms, whose only fault was being too warm. At 5 we were roused up to find a substantial breakfast prepared for all who wished to partake. The train left the Fort at 5:45, and in 42 minutes reached Huntingdon.

The prospects of business on the road are good. Mr Lincoln informed me that there was 500 tons of freight waiting for transmission to Boston, consisting of potato-starch, beans, hops, and hay. I found the road very smooth, there not being the slightest jolting. The citizens of the Fort deserve all praise for the rapidity with which the demonstration was got up, as they received the telegram announcing the opening only at 4 that afternoon. Mr Dinneen was also telegraphed at the same time, and asked to invite people here to the opening, but he failed in doing so, I suppose from want of time.

F. W. S.


[Mr Dinneen was from home when the telegram came.—Ed.]


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 The train on the evening of Thursday went on from here to Fort Covington, opening the remainder of the branch to traffic. There was no special train and no fuss, the head officials having apparently put a stopper on the demonstrations and palavers that have hitherto marked the progress of the road. On the train was Mr Foster and Julien Hebert of Ste Martine. At Howick Mr Gebbie, senr., and Councillor Stewart got on, and at Durham Col. McEachern, C.M.G., and Dr McLaren. The run from Huntingdon was made very quickly, the Fort being reached shortly after 7, where there was a large crowd in waiting. The passengers were escorted by a torchlight procession to the Spencer House, where supper was waiting. The largest room of the hotel was crowded, when the speaking began; Mr Whitney presiding. Dr Shirriff of this place was first called upon, and short speeches were also delivered by those already named. Mr Foster spoke at great length, and assured his hearers that arrangements to extend the road westward, to connect with the American railway system, were nigh completed, and that the link would be built within 18 months, and possibly within 6. It would probably go by way of Massena. A pleasant evening was spent, and the visitors returned by the train next morning. On Friday evening the engine was unable to obtain water at Brysons, owing to the pipe being frozen, and after arriving here had to return to secure the

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needed supply, before going on to the Fort, where the tank is not completed. On Saturday it was again delayed for a shorter period by the same cause. The fare from the Fort to Montreal is \$2 1st class and \$1.55 2nd class.

 John Carr has entered Glenlyon in the United States' Clydesdale Stud book, so that farmers who have his stock, when sufficiently crossed, will be entitled to get pedigrees.

 Owing to the inability of several of the ratepayers, who have taken a leading part in the movement to contest the legality of the Railway by-law, to be present on Saturday evening, the meeting did not take place, but was adjourned until after the holidays, the evening of Thursday, 3rd January, when it is expected Dr Cameron will present certain facts regarding the situation of the village municipality that deserve the consideration of the ratepayers. \$96 have already been subscribed towards contesting the by-law, and not one-half of those who voted against it have yet been solicited.

 A new run of stone has been laid

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On Friday there was a somewhat serious accident on the railway at Laprairie. While the locomotive of the freight train was engaged in shunting cars on to the main line, a snowplow came from the West unexpectedly and dashed into it. Of the 3 men on the snow-plow, 2 jumped, and the other, while in the act of following their example was jerked off his feet, fell against the wing of the plow, and was thrown clear of the track, escaping with a few bad bruises. The snowplow ran under the freight locomotive and nearly upset it, doing serious damage. The snowplow was wrecked. The cause of the accident is supposed to be the misunderstanding of the signals given by the

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On Monday a slight change was made in the running time of the train from Montreal, as will be observed from the subjoined. The freight train now leaves the city at 4 o'clock in the morning, reaches here about 9, goes on to the Port and returns before noon, reaching the city about 7.

GOING EAST—The Train for Montreal leaves Port Covington every week day at 5.45 a.m., White's 6.10 a.m., Huntingdon 6.30 a.m., Orme-town 6.47 a.m., Brysons 7.05 a.m., Howick 7.15 a.m., St. Martine 7.25 a.m., St. Régis 7.45 a.m., Ste Isidore Junction 8.00 a.m., arriving in Montreal at 9.15 a.m.

GOING WEST—Leaves Montreal every week day at 4.00 p.m., Ste Isidore Junction 5.10 p.m., St. Régis 5.22 p.m., St. Martine 5.45 p.m., Howick 6.00 p.m., Brysons 6.15 p.m., Orme-town 6.35 p.m., Huntingdon 7.00 p.m., White's 7.10 p.m., arriving at Port Covington at 7.45.

Train leaves Hemmingford at 7 a.m. and returns with train for Huntingdon.

Mr. Everett and Mr. John Caldwell are completing arrangements to start brick-making on the front of Mr. Wm. Goodfellow's farm, where there is an abundance of suitable clay and sand. The intention is to make them on a large scale. Good brick have been hard to get during the past few years in sufficient quantities, and the proposed brick field will meet a public want.

January

1884

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HUNTINGDON.

The continued and increasingly bad state of the roads keeps business at a standstill. It is now almost impossible to draw heavy loads any great distance, for the snow is loose and sandy, constantly cutting, and teams crowd. A thaw that would level the drifts and make a bottom to the roads would be a great boon.

The Grand Trunk has advanced its freight rates one-third, and is likely to maintain the rise until navigation opens. The freight train is still unable to pass this village, owing to the want of facilities for watering at the Port.

Wm. Olanville, furniture dealer, has assigned. His assets are expected to cover his liabilities, which are small.

January 24, 1884

 The gentlemen from this district who accepted the invitation to accompany Mr Foster to Ottawa to ask for a subsidy to the M. & C. J. Railway were Nicholas Farlinger, Peter Gardiner, Alex. Chalmers, John Dinneen, Thos. Gamble, John Hunter, Jas. A. Millar, Daniel Shanks, Colonel McEachern, Robert Ness, John Stewart, and J. Hebert. The Gazette's Ottawa correspondent, on the 20th inst., wrote: This morning a deputation from the counties of Huntingdon, Chateauguay and Laprairie waited upon Sir Charles Tupper to urge the claims of the Montreal and Champlain Junction Railway to a subsidy. The deputation was introduced by Mr S. W. Foster, managing director of the railway, who stated that the enterprise has been pushed forward up to this time without a dollar of subsidy from either the provincial or Dominion governments, that the railway had cost a large amount in excess of that contemplated in consequence of antagonistic interests and the contestation of the bonuses granted, that the work is one of national importance, inasmuch as it is designed to draw an important traffic from New York State lying south of Lake Ontario down to Montreal. The importance of the road in a military sense was also adverted to, the country having been exposed to a Fenian invasion in 1868, when the government was compelled to build some eight miles of road temporarily for military purposes, and when some sixty hours elapsed before forces could be transported from Montreal to the frontier. Col McEachern and Mr Shanks, of Chateauguay and Huntingdon, presented forcibly and ably the claims of the railway to government aid in order to secure its completion. Sir Charles Tupper expressed his pleasure of meeting the deputation and his recognition of the importance of the country developed by the railway, and promised to bring the representations of the deputation before his colleagues; when the question of aiding railway enterprises would come up.

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THE PROPOSED EXTENSION OF THE RAILWAY.

A MEETING was held at Ogdensburg, N. Y., to consider Mr. Foster's proposal to extend the Champlain Junction westward from Fort Covington to connect with the U. S. railway system. He appeared as President of the U. S. & C. R. R. Co., which owns the piece of road from the Province Line to the Fort. The following report of the meeting is abridged from the Ogdensburg Advance of the 6th inst.

The meeting was organized by electing Mr. Daniels chairman and G. F. Darrow and A. A. Smith secretaries.

Major Daniels then made a short speech in which he explained the object of the meeting. The proposed extension of the road to Ogdensburg, he said would, cost \$1,500,000. The extension, he argued would be of great benefit to many towns which now had no railroad facilities, and were laboring under great disadvantages for want of railroad communication. The question is, said he, shall we put our shoulders to the wheel and do what we should for the extension of the road to this place? He then called on the chairman of each delegation to report what their towns were ready to do.

Dr. Gillis rose to speak for Fort Covington. He said his delegation was not ready to make a report. The town had done, perhaps, all that might be expected of it, in the way of constructing the road. Still the people do not say they will not do more. "We come here," he said, "for the purpose of ascertaining what inducements can be offered by the towns lying west of Fort Covington. So far as I know we have no other report except that we are here as an interested committee and expect to hear from the other towns which are represented."

Mr. Barlow, for Bombay, said he had nothing very definite to report. The town would probably subscribe from \$5,000 to \$7,000.

A delegate from Massena said the time for canvassing had been short, but the committee was prepared to offer the right of way thru the town. Further than that he was not prepared to say at present.

Mr. Bradford, for the town of Louisville, was prepared to offer the right of way—something over ten miles.

Mr. Reddington represented Waddington. He said: "I don't know as I am any better prepared than any of the other towns to make a very full report of what we are able to do. We have labored under the conviction (and I presume the same idea prevails in other towns) that we have come here expecting to hear a certain proposition from other parties respecting the inwardness of the thing. [Applause.] We came here expecting that there would be some inducements held out on the part of those who have capital at command, to see what they were ready to do as a stimulus to us for action. It was stated by the chairman of this meeting that this railroad from Fort Covington to Ogdensburg would need one and a half millions of money. Look at it a moment. Where is the million and a half of money coming from? From five towns which are particularly interested in this road from Massena to Ogdensburg? An estimate of the amount of money that we will have to raise in these five towns, throwing out Ogdensburg, will be \$300,000 a town. Now we have not come here to talk in the dark. We want some light on this subject. We have worked already to a very considerable extent. We plowed our way down to Massena twice and met a large concourse of people there on those occasions. The same kind of talk was had there that we are having here—what are we going to do? [Applause.] And all that was done there is precisely what we are doing here—we came away and didn't know what we were going to do. A resolution was passed at the Massena meeting that the committees from the respective towns would have a meeting at Ogdensburg at the call of Judge Foster. At that future meeting, we expected that the towns would come prepared to say precisely what they would do. The meeting was called sooner than we expected, but, nevertheless, the moment the telegram was received that this meeting was to be held, we set about to see what we could afford to do in Waddington. But what we can do, and what you propose to

people of Ogdensburg, who are so wealthy that you do not know what to do with your money, that you can build this road, and I have no doubt the towns will take hold and help you to such an extent that the railroad company will be justified in telling you that the road will be built in twelve months. I say to you we are prepared to extend that road. We are prepared to take hold and help the people of Bombay, Massena, Louisville, Norfolk, Waddington and these other towns. We are prepared to do our part if the towns will do their share. I tell you to-night, the corporation is prepared to do more than its share. Talk about one and a half millions being required and we are prepared to put in \$800,000. We are prepared to raise a sum of money commensurate with the advantages we see we will gain by the road. Mr. Foster then spoke of the advantage of the road to Massena Springs, and said it would become a noted resort. He replied to Mr. Reddington, and said, sarcastically, the people of Fort Covington would assist Waddington, if necessary. He spoke of the ardent desire of Massena for a road. They are ready to put up their money to such an extent that they will have a railroad during the coming summer.

[Applause.] Mr. Foster said the adjourned meeting had been called at the earnest solicitation of many of the residents of the different towns. He also spoke of the willingness of Ogdensburg to assist in the extension, and emphatically denied that the road was built for other purposes than simply local business. His idea was to adjourn the meeting, let each committee go to work, ascertain just how much could be raised and report to him. That would be business. He closed by complimenting the American people on their goodheadedness.

Mr. Reddington said he did not believe in generalities, and most of Mr. Foster's remarks had been nothing but generalities. His company proposed to give \$800,000. That left \$700,000 to be raised by the towns. Would Ogdensburg give \$100,000 towards the project? [There was no response.] Mr. Reddington dwelt on this point in mathematics for some time. "Where is this \$700,000 coming from?" inquired he, and he continued: "If we can't find that out, we will go fishing for bullfrogs."

Dr. Morrison said Waddington would give \$10,000 and one-half or two-thirds of the right of way. He would like to know how much the company wanted from the town.

Judge Foster said he couldn't tell until he knew what the other towns were prepared to give.

Mr. Reddington—Do you know that Massena has raised only \$11,000?

Judge Foster replied that \$11,000 had only been raised there, but he had assurances of enough more to justify him in building the road.

Dr. Morrison repeated his question.

Judge Foster said he thought Waddington should give \$200,000 and the right of way. He further explained that the money would not be given to the company, but that stock would be issued for it and it would be paid in as called for by assessments.

Mr. Reddington—How will you get the 10 per cent. to pay as required by statute here, when the company is organized?

Judge Foster—If the money was laid on the table, you wouldn't ask where it came from, would you?

Mr. Reddington—No, sir.

Judge Foster—Well, then, we will talk about that when the company is organized.

On motion of Dr. Morrison, the meeting adjourned for four weeks, the town committees to report to Judge Foster in that time what they could do, and he, if necessary, is to call another meeting.

Salt Lake, March 9.—On Friday night a snow slide a mile wide, extending from the summit down to Alta, swept away the works of the new Emma mine, killing 11 persons. The bodies were all recovered except one. This is the worst slide ever known in Little Cotton Wood, the snow sliding being forty feet high.

The Fenian scare has struck Toronto. Special armed guards at night have been placed to watch the parliament buildings and government house. Government officials are reluctant on the

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some inducements held out on the part of those who have capital at command, to see what they were ready to do as a stimulus to us for action. It was stated by the chairman of this meeting that this railroad from Fort Covington to Ogdensburg would need one and a half millions of money. Look at it a moment. Where is the million and a half of money coming from? From five towns which are particularly interested in this road from Massena to Ogdensburg? An estimate of the amount of money that we will have to raise in these five towns, throwing out Ogdensburg, will be \$300,000 a town. Now we have not come here to talk in the dark. We want some light on this subject. We have worked already to a very considerable extent. We plowed our way down to Massena twice and met a large concourse of people there on those occasions. The same kind of talk was had there that we are having here—what are we going to do? [Applause.] And all that was done there is precisely what we are doing here—we came away and didn't know what we were going to do. A resolution was passed at the Massena meeting that the committees from the respective towns would have a meeting at Ogdensburg at the call of Judge Foster. At that future meeting, we expected that the towns would come prepared to say precisely what they would do. The meeting was called sooner than we expected, but, nevertheless, the moment the telegram was received that this meeting was to be held, we set about to see what we could afford to do in Waddington. But what we can do, and what you propose to do, is simply a drop in the bucket towards its accomplishment. Mr Reddington spoke of the deep interest Waddington felt in the plan, but discouraged the indefiniteness of Judge Foster. If there are capitalists behind the Canada road, he said, they should step forward and say what they could do, and warm us into life. [Applause.] We want to be assured from some source whether there is capital behind this thing which is going to push it thru after we have done our utmost. We are intensely interested in this thing and have worked day and night to see what we could do. We have succeeded in raising \$6,000, and it will stretch us to the utmost limit to say that we can finally give you \$10,000.

When Norfolk was called upon, H. D. Carpenter said the town came prepared to insure the road the right of way thru the town—thirteen miles. With the right of way the road can be built and a connection made with the southern system of roads at Norwood with a great deal less money than to come to Ogdensburg. It is only 14 miles from Massena to Norwood, and it is an easy country to build a road thru. He thought the road could be built for a great deal less than \$1,500,000. This sum could be reduced by \$1,000,000 if the road went to Norwood.

The delegates from Norwood said they were not prepared to state that that town would do anything unless the road went there.

Judge Foster was called upon, and stepping upon the stage, spoke for over 30 minutes. The judge is a fluent talker and said some things which were of interest and some which were not. He began by assuring his hearers that no matter where the terminus might be located, the road would certainly go to Massena. He then congratulated the citizens of Ogdensburg on their city, their buildings, their opera house and their enterprise and the good fellowship that existed between the towns. He finally drifted down to the subject in hand and said the prospects for paying local business on the road were bright. "But the great question is," he said, "where are the means coming from to build the road and who is going to furnish them? Don't ask Mr Magone, Mr Daniels, or Mr Allen, but ask yourselves and your neighbors. Now, as president of the United States and Canada road, with the other directors of the road who reside at Fort Covington and Bombay, I am prepared to help extend it in this direction, to this city, or to Norwood, thru Massena. You can tell your friends, you poor

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1884

HOWICK.

August 18.—The laborers employed on the Canada Atlantic R.R. had a free fight yesterday. The quarrel commenced on Saturday afternoon. It was a mixed affair, Italians, Irish, and French, but more in particular between the two latter. When the quarrel came to a focus yesterday, and the section bosses undertook to put a stop to it, one of them received a crack on the head with a bottle, which laid the scalp bare. He was attended to by Dr Shanks, who dressed his wounds.

19th.—The Canada Atlantic railroad track is now laid as far as the C.T.R.R., but from information received, the C.T.R. is likely to put a stop to their career for a few days, for it seems they have served the Canada Atlantic with those long documents which are best known to themselves. The Grand Trunk has an engine that keeps running up and down where the C.A. must cross its track.

Masons are now employed building stone abutments to the bridges of the Canada Atlantic

Work on the Canada Atlantic railway is progressing favorably; some days 500 feet of iron are laid, on other days as many as 3000. During the past 12 days nearly 3 miles have been laid. The locomotive crossed the English river on Thursday. The steam-shovel is now working, and ballasting is being pushed with much vigor. When on Monday the rails were laid to the M. & C. J. track, preparations were being made to cross it, when the Grand Trunk stopped the work, notifying the Canada Atlantic people that they must put up the semaphores and have them in working order before they crossed. This has been done, and all will be ready to-day when it is hoped the Grand Trunk will place no further obstacle in the way. The temporary bridge at Brodie's across the Chateaugay will be completed on Saturday.

20th.—On Monday afternoon a self-binding reaper was shown on the farm of Wm. Walker Trout River. It was tried in a field of Fife wheat, which was favorable in every way, straight and with little grass at the bottom. The reaper was handled by Mr Joseph Lunan, who is agent for its sale, with all the ease of an

August 21

1884

THE CANADA ATLANTIC

When iron had been laid as far as Johnsons, the Canada Atlantic, in continuing their track, then crossed the line of the G.T.R. with the privilege of having the semaphores set up as soon as convenient. That duty they fulfilled, shortly after they had crossed. On nearing the track of the M. & C. J. at Howick, it was thought that this line, which is, as is well known, a branch of the G.T.R., would be crossed with as little inconvenience as that at Johnsons. On the 18th instant, however, as last week's Gleaner states, the Grand Trunk, in order to insure the perfect safety of trains, gave notice that, in making the crossing at Howick, strict railway rules would be observed, and for that reason they would require the C.A.R.R. to have the semaphores in working order before a crossing would be allowed. The tracklayers continued their work until they reached the rails of the M. & C. J.--which they did on the evening of the 20th instant, or early the next day. The semaphores, upon which work was done in the meantime, were finished in the afternoon of the 21st. The diamond frog, being at once set in its position at the point of junction, was ready for crossing the same evening, and iron has since been laid as far as the Chateaugay. Work on the new station at the Junction has been commenced, Mr Parham having the contract. The latter gentleman, when the line is finished, will, it is said, open a lumber yard at this point.

August 28 1884

CANADA.

Pointe Claire, Oct. 23.—A terrible collision occurred last night at Pointe Claire station between the Western train timed to leave Montreal at eleven o'clock and an East bound freight. Alexander Stewart, the engineer of the former and one of the oldest hands on the road, was instantly killed. His fireman, who was unable to jump in time, had one leg broken and a foot literally cut off. The wreck is complete. Both engines were interlocked, and are smashed out of all shape. The freight cars were completely telescoped and overturned. They contained 120 sheep, all of which were instantly killed. The passengers on the Toronto train were badly shaken, but no serious casualties are reported. The scene after the accident was indescribable. The body of the brave engineer was burnt to a charred mass, and could only be extricated after the greatest difficulty. The accident is said to have occurred in this manner. The freight train coming east came down the line at a fair rate of speed in order to switch on to the siding to allow the western train to pass. While running out of danger, the driver of the freight was, owing to the rails being slippery from rain, unable to control his train, the engine of which overran the switch, just allowing the bougie, or four front wheels to protrude on to the main line. A moment later the train from Montreal puffed in, when the collision, with its terrible consequences, occurred. The engineer and fireman of the freight, seeing that it was too late to avert the accident, jumped for their lives, and were fortunate enough to escape unhurt.

October
30
1884

On Thursday morning, as the train was moving out of Ste Martine on its way to Montreal, conductor Richardson was surprised by seeing the passengers rush out of the first-class car into the second-class and baggage cars. The cause he found to be in three grinning individuals with inflamed and pockmarked faces, who had come on at Ste Martine and who regarded the flight of the passengers with glee. They had a certificate from a doctor that they had entirely recovered and that there was no danger of their communicating the infection—a certificate the appearance of their faces rather contradicted. The train having gone too far to go back, conductor Richardson locked the doors of the car and, telegraphing the facts, shunted it at Point St Charles, where, after examination, the three persons in question were allowed to go and the car was cleansed and disinfected. The opinion of every one on the train was that the conductor acted with prudence and proper regard for the safety of the passengers, and that the station-master at Ste Martine was to blame for selling tickets to such persons.

November 5 1885

driver of the freight did all he could under the circumstances and his escape, with that of his stoker, was remarkable. The detached portion of the freight was brought in safely. The cause of the accident, therefore, was the snapping of the coupling-pin and the air-brake being out of repair. Laprairie is not a telegraph-station so a message relating what had happened had to be sent to the village, a mile away, and there fresh delay arose, from the operator being absent. With remarkable promptitude 2 locomotives and a wrecking train came from Montreal, and the work of clearing the track began, which was no child's play, as 2 heavy locomotives were among the objects that had to be handled. By 10 the line was clear, when one of the rescuing locomotives took the express to Fort Covington.

February 4
1886

On Friday while the afternoon mixed-train of the Canada Atlantic was on its way from Valleyfield to Rouse's Point it came in collision with a stone train on the curve near Johnsons. Both locomotives, (one of them was new) were badly smashed, but, no person was hurt. The wreckage was conveyed to the company's workshops on Sunday.

MARCH 11

1886

HOWICK.

March 20.—Wiggins's celebrated storm put in an appearance here to-day about 3 o'clock in the afternoon, and lasted till early Sunday morning. It has been one of the worst blows as yet, for the snow being like sand it packed so hard on the roads that teams of horses could go almost as easily over it as on the well-trodden road. The cars from Fort Covington arrived here about the usual hour on Saturday morning, but an accident occurred at the west end of the switch, where the snow plow got derailed in going through a drift at that place, whereby part of the engine was broken, the postal-car and first-class car also came in for their share of the wreck, as the snow-plough was hardly far enough displaced to prevent them from having part of the siding torn off. However none of the hands received any injury.

March 21.—The cars have been delayed here all day owing to the quantity of snow on the track and the loss of the snow plough.

The conductor came to the conclusion to remain where they were until the storm would subside. There were quite a number of passengers on board and some were not well pleased to remain. About 20 of them on Sunday morning started to walk down to town on the track.

March 23.—The Canada Atlantic train is stormed in about the rear of James Robertson's. They have been there since Friday evening. The passengers had to strike out and walk to this place.

March 24.—By next week it is expected the readers of the Gleaner will hear of the civil erection of the Parish in this locality.

MARCH
26
1885

HUNTINGDON.

The freight train did not pass down yesterday until nearly 6 o'clock. The delay was caused by the locomotive running off the track, owing to the turntable at the Fort being misplaced.

The long continued high water in the Chat-caugay shows what a narrow escape the village had from a disastrous flood.

Huntingdon is once again without a hall. Victoria hall has been appropriated by the organ company as a warehouse and Queen's hall is to be divided into lodge rooms suitable for societies.

Mr John Ford of Trout River writes: The sugar season has closed for this year, and has been much better than was looked for at one time. Altho somewhat behind last year, it has been a paying crop. I have made 2lb to the tree, which I consider good any year. I made the most of it into syrup, of which you know the quality. It was good to the last.

We would caution our readers against having any dealings with the American medical firm who are just now flooding the district with advertisements. If they do, they will lose money to no purpose. Many of the diseases advertising quacks describe have no existence, and are designed solely to frighten young men into paying the beastly harpies some of their hard earned money.

April 23

1885

HUNTINGDON.

No train came up on Friday evening, owing to the St Lawrence having been dammed back by an ice jam at the Victoria bridge, and flooding the track near Laprairie, on a portion of which the water stood 2 feet. On Saturday afternoon the train was able to pass, though the track was in a dangerous state. Conductor Richardson's instructions on Monday morning were to go no farther than Howick, where passengers for Montreal could get off and go by the Canada Atlantic to Coteau. The train came back at 9 in the evening, bringing no mail. On Tuesday it again went only to Howick but brought back late at night a portion of the mail that should have been received on Monday. At 10 o'clock last night the train arrived, bringing all the mails in arrears, and left this morning expecting to be able to go direct into Montreal. The track near Laprairie had been so washed by the flood, that considerable labor and gravel will be necessary to make it solid again. There has been no freight train since Friday.

A change has been made in the running of the trains, as will be seen by the subjoined table:

GOING EAST—The Train for Montreal leaves Fort Covington every week day at 5.45 a.m., White's 6.10 a.m., Huntingdon 6.30 a.m., Ormstown 6.50 a.m., Brysons 7.00 a.m., Howick 7.10 a.m., Ste Martine 7.22 a.m., St Regis 7.35 a.m., Ste Isidore Junction 7.45 a.m., arriving in Montreal at 8.50 a.m.

GOING WEST—Leaves Montreal every week day at 4.00 p.m., Ste Isidore Junction 4.58 p.m., St Regis 5.07 p.m., Ste Martine 5.22 p.m., Howick 5.35 p.m., Brysons 5.47 p.m., Ormstown 5.57 p.m., Huntingdon 6.20 p.m., Whites 6.40 p.m., arriving at Fort Covington at 7.05.

Train leaves Hemmingford at 6.30 a.m. and returns with train for Huntingdon.

THE MIXED TRAIN leaves Montreal in the morning at 5.45, St Isidore 7.55, St Regis 8.10, St Martine 8.30, Howick 8.50, Brysons 9.05, Ormstown 9.20, Huntingdon 9.50, Whites 10.20, arriving at Fort Covington at 11.

Returning, leaves Fort Covington at 11.45 a.m., Whites 12.20 p.m., Huntingdon at 12.45, Ormstown 1.20, Brysons 1.35, Howick 1.50, Ste Martine 2.10, St Regis 2.30, St Isidore 2.45, arriving in Montreal at 4.45.

April 30
1885

HUNTINGDON.

The Rev J. B. Muir arrived from Scotland on Saturday. The steamship he came on was destined for Quebec but was unable to get beyond the mouth of the gulf owing to the ice, and had to turn in to Halifax.

On Thursday the train reached Montreal by going round by Hemmingford and St John, occupying over 6 hours. On Friday it went back the same way, but was able to return on the proper track in the evening. On Saturday two freight trains, the first for eight days, came in. The portion of track affected by the flood is directly east of Laprairie, and close to where it crosses the small creek. The like may never happen again, as the water was never known to rise so high before.

The backwardness of the season has affected the cheese-factories, the supply of milk being less than at this time last year and poor in quality. To all appearance, the pastures will not be fit alone to sustain milch cows for ten days. This is unfortunate, as hay is scarce. On ridgy land some wheat has been sown, but cropping can hardly be said to have begun on the clay. Yesterday Messrs McFarlane & Macpherson made their first shipment of cheese.

The result of the recent examinations has been to place Huntingdon academy first, leading by about 1000 marks over its next competitor. This gratifying result is solely due to Principal Holiday, who has been unsparing in his efforts to bring forward his scholars.

This vicinity has of late been visited by several persons from a distance in search of stallions, showing that the fame of the district for Clydesdales is wide-extended. In several instances they went away without buying, the prices asked being too high. William Fall bought for parties in the States John French's horse off Sir Colin and bred by John Carr, and Archd. Muir, senr., sold his 2-year-old off Lord Clyde to a party from Glengarry.

Arbor day was poorly observed. A few villagers planted trees, among them being a number of the ash-leaved maple recommended by Wm. Goodfellow. The scholars had a holiday and most of them enjoyed it as such.

There have been several transactions in lots of late, the most notable being the purchase by W. S. Maclaren of the field in front of R. B. Cunningham's, for which a price was paid equal to nearly \$1300 per acre! Mr Maclaren intends to build a residence for himself on part. The Methodist parsonage has been sold to Alex. Chambers for \$1000. The congregation will likely build before long.

John M. Elder, M.D., left yesterday to join the Garrison Artillery as assistant-surgeon, and which is under orders to go to Winnipeg.

MAY 7

1885

On Friday a large and enthusiastic meeting took place at Chateaugay, N.Y., with regard to the proposed extension of the Plattsburgh and Mount Lyon railway to Huntingdon. Mr Foster and Colonel Stevenson represented the Grand Trunk interest, and stated that, if sufficient encouragement were given, the road would be built, and, as a preliminary to ascertaining what aid would be required, a survey should be run and approximate estimates obtained. From Lyon Mountain to Chateaugay it was understood a survey had been made a few years ago, and steps were taken to obtain it from the company at Plattsburgh. Those present were asked to secure a survey from Chateaugay to the frontier, when Mr Coonley undertook that it should be done, offering to bear half the cost. Mr Foster said the Grand Trunk engineers would make the survey from Huntingdon to the frontier this fall.

October 1
1885

1 DUNDEE.


I understand that the board of directors of the Fort Covington and Massena Railway were evenly divided as to the route of the railway going by Hogansburgh or Helena. By the casting vote of Mr Foster, the president, it goes to the latter place. There is \$7000 more subscribed by this route, which is something of a consideration in itself. On the 3rd inst. ground was broken at Helena amid great demonstrations, and a number of citizens turned out and did some grading. The driving of the piles for the bridge across the Salmon river by hand was found to be rather slow and unsatisfactory and was given up. To-day (7th) an engine has arrived to do the work.

William Stevens of this township came near being seriously hurt last week. While drawing home a load of lumber it worked forward, and, in order to shove it back, he stepped in behind the horses, when they started. He fell and the front wheel passed over, in a circle, his thigh and groin. He thinks that if the wheel had not been cramped, so that the whole weight did not come on him, it would have been very serious. As it is, he is about again.

Be careful! What's the matter now? Why, you'll hurt my arm. Got a sore arm? Yes—vaccination; don't you know nothin'?

Was at Cornwall the other day. Man said, town ruined; no trade; dull; all dead; cause, Scott act. People drink more than ever; buy large quantities and keep it in their cellars; bad business. I met a policeman, an old acquaintance. He said: Not much to do now; am only policeman in east end, where there used to be three of us before the Scott act was in force. No riots; people better dressed; grocers doing better; everything...

September
11
1885

 The deputation that waited on the Grand Trunk authorities, with a view to securing a junction with the Canada Atlantic at Howick, were assured that the company is prepared to enter into an arrangement to lay down a Y. As the Canada Atlantic Company has professed all along to be ready to do their share, it is to be hoped the necessary work may be undertaken and completed this fall. Grain is now being bought at St Louis, and, with a Y at Howick, would go that way to the city. It is even possible that, during the winter, some oats might be shipped the same road from Valleyfield. With a junction at Howick and the train run in connection, all the passengers and freight traffic from the parish of St Louis, and part of that of St Timothy, St Stanislas, and St Etienne, would seek the city by that avenue.

October 8, 1885

On Monday afternoon the first serious accident on our local railway took place at Laprairie. Orders had been issued for the down freight to pass the express train at that station. The latter train left Montreal at the usual hour and reached Laprairie on time, and just as it came to a halt the freight train was seen approaching rapidly, and making signals for the passenger-train to go back. Before the engine-driver could reverse, the freight plunged into the express with a great crash. Both locomotives were badly wrecked, and the baggage-car mounted the tender of the express-locomotive. The passengers were thrown violently back by the shock but none sustained any injury except James Wright of Montreal, the railway contractor. He had risen to go out, and was in the act of opening the door when the accident occurred. He was thrown down and, the door slamming to, smashed two of the fingers of his right hand and his face was somewhat cut. His wounds were dressed, and though painful are not serious. The freight train did not escape so well, for 5 cars were badly wrecked; 2 of them were loaded with cordwood. After the excitement had subsided, the cause of the accident came to be enquired into and was easily ascertained. The freight before leaving Ste Martine received orders to let the express pass at Laprairie, and, as it drew near that place, was going at a fast rate to be on time and not keep the express waiting. Suddenly a coupling-pin gave way about the centre of the train, when the forepart plunged forward, leaving 7 cars behind. The engineer sprang to the air-brake—it would not work, it was out of order. He saw the danger, for the part that was detached was the one that contained the van, the conductor and the brakemen. He shut off steam but the grade being a down one, the speed of his portion of the train was very great. The traffic on the line being trifling, the Grand Trunk rightly economises in every way, and has no shunter at Laprairie, it being the duty of the hands on the freight-train to jump off and open the switch for themselves. Had there been an assistant to the station master at Laprairie and it part of his duty to open the switch, the freight would have run on to the siding, and while it would have injured itself collision with the express would have been avoided. So far as we can learn the engine

February

4

1884

1886

already stated.

Posters were issued last week, signed by Shanly, engineer, and contractors Cunningham & Wright, calling a meeting of the creditors of the Massena & Fort Covington Railway Co. to be held to-day (14th) in Stafford hall, Fort Covington, for consultation in order to devise means to properly provide for the adjustment of valid claims held against said corporation, and other business. The meeting was held, but as Mr Shanly was not present, nothing could be done

June 17
1886

UNITED STATES.


Massena Springs, N.Y., July 23.—The first train to reach this place was welcomed this evening, when Judge Foster, president of the United States & Canada and the Massena Springs & Fort Covington railways, acting as engineer, ran in the locomotive, the regular engineer doing duty as fireman. As might be expected the event was the occasion of much enthusiasm among the inhabitants. After a congratulatory address by Mr. Brydges, vice-president of the M.S. & F.C. road, Judge Foster replied, expressing the pride felt by himself in the accomplishment of the work, an event of great moment to the inhabitants of the St. Lawrence valley from Norwood to the international boundary. He referred to the credit that had been given him as president and general manager of the road, and to Mr. Parsons as president of the Rome, Watertown & Ogdensburg and Montreal & Norwood railways, in connection with the work, but it was the people's own liberal contributions in money and lands that had done most to secure their town's connection with the Canadian and United States railway system. This day, ~~here continued~~, is for the people of St. Lawrence valley, and for Massena Springs especially, one of memorable and gratifying significance. The completion of a railway to your beautiful town, and the sight of the first train standing on its track, speaks more eloquently than words can do for the enterprise and prosperity of the people of St. Lawrence valley from Norwood to the international boundary line. Cheers. You are good enough to give the credit of its successful completion to me as president of the United States and Canada, and the Massena Springs and Fort Covington railway, and to Mr. Parsons as president of the Rome and Watertown and Norwood and Montreal railway, but, gentlemen, while Mr. Parsons and I are proud of this recognition at your hands of the part we have taken and the services we have rendered, you yourselves have acted well and generously your part, have upheld our hands and encouraged and assisted our efforts, and you may well rejoice at your own participation in the great work already accomplished, and which is destined to produce vast results for good to your St. Lawrence valley. But a few moons less than 100 years ago, to borrow the expressive language of the red men, the original inhabitants of this country, my mother, then a young woman, visited Massena springs, and even to-day the reading of her diary recording that event, the difficulties encountered in reaching the spot, the wild condition of the place, surrounded as it was by the red-hued people of the then dark and gloomy forest, and her tribute to the superior and efficacious healing virtues of the waters, is full of interest. But upon me, as a child, in years after hearing her relate the story, it left an impression upon my mind which can never be effaced, and which comes vividly back to me upon the occasion of our first and many meetings for the promotion of the railway, the fruits of which you are now reaping, and which you will enjoy in a still larger measure when shortly the American and Canadian systems of railways are brought into connection with you at this very spot. (Cheers.) Then for all time Massena Springs, with its magnificent scenery, its great rivers and inland waters, its Adirondack mountains and its fertile plains, will enter upon the highway of development and prosperity in the largest degree. While about us and abroad strife and trouble fall upon many people, it is pleasant to observe this community working in harmony for the good of the country, and having the energy and enterprise to lend a helping hand to the work the completion of which we to-day celebrate, a work having for its object the promoting of friendly intercourse between the two great nations planted on this continent, the building up of more intimate commercial relations, the development of the vast resources of the soil, the forest and the stream, and the erection of a monument of peace and good-will that I sincerely trust will endure for all time. (Loud cheers.)


Chicago, July 25.—The following crop summary will appear in this week's Farmer's Review. The prolonged drouth, which is almost


July 29, 1886


By the new time table of the Canada Atlantic, the express leaves Howick at 8.10 a.m. reaching Valleyfield at 8.41, and Ottawa at 11.35. The mixed passes at 5.45 p.m. The mixed from Valleyfield passes Howick at 7.10 a.m., and the express from Ottawa at 4.43 p.m. There are great complaints among passengers who wish to change cars at Howick junction, that the Grand Trunk trains do not come to a halt at the diamond to receive them, necessitating their walking to the Howick station, which, in snowy weather, is impossible for ladies. A little accommodation in a small matter like this would be appreciated by those who wish to go to Valleyfield or Ottawa.


December 16
1886


 The minutes of the St Sacrement and St Malachie councils have not been received.


 The Rev J. Turnbull of St Louis de Gonzague received an appropriate gift of money on Christmas day from the members of his Bible class as an expression of their appreciation of his labors among them.

 On the morning of the 28th ult., while the express-train was near Ste Isidore, the tire of one of the driving-wheels of the locomotive came off and rolled away into the adjoining field. Those in the cab had a providential escape, as a corner of it was torn away. Another engine was sent for, and the passengers landed in Montreal before noon.

 Of natives of Huntingdon who were candidate at the late Ontario election, Mr Broder, Conservative, was defeated in Dundas by 26 votes, and Mr Mack, Liberal, was re-elected for Stormont by 361.

 The Grand Trunk has consented to erect a station with a small siding at Dewittville if the people will increase their bonus to \$750. A fortnight has been given to raise the additional \$150.

 A lodge of Good Templars was instituted in the village of Dewittville, on the 20th Dec., by W. H. Rodden, D.G.W.C.T., assisted by Geo. Moore of Emancipation Lodge, No. 52, of Boyd Settlement, as Past Grand Chief Templar. An encouraging list of charter members was enrolled; the lodge will meet on Mondays, and will be known as Maple Leaf Lodge. The following are the principal charter officers elect: George Anderson, C.T.; Annie Dickson, V.T.; Peter McArthur, Chap.; Walter Harkness, Secy.; John Donnelly, F.S.; Claude Dickson, Treas.; Hugh Cameron, Marshal; Alex. McCuaig, O.S.; Henry Avison I.S.; Wm. Craik, P.W.C.T.; Peter McArthur, L. Deputy.

 At the annual meeting of L.O.L. No 90.

January
6
1887

DUNDEE.

A correspondent from Massena to the Ogdensburg Advance, says, with regard to the meeting of the M. S. & F. C. R. R., held at Fort Covington lately: "I am to conclude it was not a love feast. Our people had reason to say something and did not lose the opportunity of saying it. Our relations with the Fort Covington directors have been unpleasant from the beginning of the enterprise." He accuses them of greed and selfishness, and of using money paid in by Massena for building a bridge. He says "it is surprising what amount of vigorous impudence a twenty-four dollar Fort Covington man carries inside his shirt-bosom."

A Fort Covington correspondent retaliates by saying, "When they charge that any of their money has been expended elsewhere (than in their own town, Massena) for bridges or anything else, they simply lie and they know it."

In his second epistle the Massena correspondent thinks he made a clear case without calling any one a liar or getting off worn out gags. In proof of Massena money being expended at this end he says they hold receipts from parties at the Fort. He adds, "The threat of publishing some letters in Judge Foster's possession is no doubt terribly terrifying, but we think we can stand it. It has been our endeavor to have some light thrown in the dark places, and we should be pleased to be enlightened with our Helena friends—we have heard these reflections before,—we heard them at our last meeting and since,—we heard of them whenever "the judge" and his Fort friends were losing their grip. Like our republican friends' bloody shirt, the threat is waved in the hour of peril, but the letter or letters are never shown, nor can they be, as they do not exist."

He goes on telling about the stock taken, of which Massena took \$11,000 and Fort Covington \$400, but at Judge Foster's request four directors were taken from the Fort, two each from Bombay and Hogansburgh, and four from Massena; Judge Foster at large. He then tells about the work that was done. "At the meeting Judge Foster gave one of his verbose speeches, the sum and substance of which was to stand by him and elect the same directors. We did get from him though that the indebtedness against the road was over \$43,000. There were no reports made. The treasurer (not a stockholder) made a speech also, telling us what to do, but saying he could not make a report for lack of material. Our Massena friends left the meeting in disgust, refusing to vote. From what we could make out the condition of the road is as follows: Debt against the road over \$43,000; assets about fifteen miles of grading, mostly on other people's land. Total assets under \$20,000. As the entire road could be graded (not including culverts and bridges) for \$20,000 and the right of way secured for less than \$21,000, it looks to us as though there had been very bad management, to put it mildly. We are very much disappointed in all this. We wanted the road badly and were willing to devote our time and money to it. As it is now, we look on the road as insolvent, and think we have heard the last of it." The Massena man closes by hoping he may be mistaken as to this being the last of the road.

Your item in last issue, stating that Mr Border, a former resident of the county, was beaten at the late election in Ontario was incorrect, as he did not run. A Mr Whitney was the Conservative candidate in Dundas.

I got a new thermometer last fall as my old

January 13
1887

HUNTINGDON.

The experience of the trainmen has been a trying one for the past ten days. Every evening last week the train was late, and, as reported in last issue, once from being snowed in. On Friday evening the train was cancelled and on Saturday it did not reach here till one o'clock on Sunday morning, having had to wait at St Isidore junction for the Hemmingford train, which ran separately during the carnival and which was detained by an accident to the locomotive. Just when Conductor Richardson and his associates thought all their trouble was ended with the carnival and that they were to run regularly, an accident of a serious nature happened. The train, composed of 6 cars and engine, left the Fort on Monday, and, after calling at White's, was on its way to Huntingdon when it ran off the track. During Sunday the water, from snow that had melted above the road on the north side of it, had been oozing on to the track and froze until ice was formed higher than the rails. The engine had a substitute for a snow-plough on its cow-catcher, composed of light lumber. When it struck the ice, which began on Mr Arthur's lot, the locomotive was jerked off the track northwards and flung back to the south side, caused, it is conjectured, by the lumber of the snow-plow getting under the front-truck. The locomotive then ran forward, tearing the rails on the south-side, snapping one into pieces and twisting another into the shape of an S. When the train had thus run the length of itself, the locomotive jumped the track, crossed the ice in the ditch, which was so strong that it bore it, and ran into a field of Mr Tannahill's about 25 feet and then heeled over on to its side. The tender broke away from the locomotive on leaving the track, and upset, wheels up, in the ditch. The postal and express car in passing it, had its side ripped by striking a corner of it, and, as its front axle gave way, dropped and stopped the cars behind. The other cars, in which were ten passengers, did not leave the track. When the accident happened, the fireman prepared to jump, when the engineer, William King, seized him with one hand while the other was grasping the brake. When the locomotive fell over on its side, both were thrown into a snow-bank and were somewhat stunned, but neither was injured, beyond a cut over the left eyebrow sustained by the driver. Had the fireman not been kept from jumping he would have been killed, as the tender toppled over at the very spot he would have fallen. The postal-clerk, expressman, and others in the baggage-car were badly shaken but not hurt. Had the place where the accident happened not been very level, there must have been loss of life. In leaving the track the locomotive had its front truck, or bogie, smashed by the boulders it ran against, which wrecked the machinery, and left it little worth. With great presence of mind, as soon as the driver, Mr King, recovered his feet, he put out the fire by shovelling in snow and opened the safety-valve. Conductor Richardson drove to this village and telegraphed what had happened, when a wrecking-train came up, and the track was set to rights and the cars got on to it. A short track has been built into the field where the locomotive lies, and should the weather prove favorable it will be removed on Sunday. The loss to the company will amount to several thousand dollars. Among the passengers was a gentleman who had escaped with a few cuts from the late terrible disaster at White River. He was relating his experience, when the cars began to bump, and he shouted "Here's another!" The passengers were promptly driven here and forwarded by the mixed.

The villagers are rejoiced to learn that the grist mill is again in operation. Yesterday the first flour was turned out. The machinery for the roller-process will not be ready for some time.

February 17
1887

English will not feel flattered by the opinion of their tenants as to their farming capabilities. The question is generally asked, Do you think your farms would deteriorate if given up to the Indians? From all observations it is easy enough to answer, that they would.

On the completion of the railway to Bombay, the construction train took between 3 and 4 hundred from the Fort on Saturday evening, when they were treated to a free supper by the people of Bombay.

The water in the river here is quite low, and it will not take much frost to stop navigation, for last night (this is the 21st) froze it across further down the river to quite a thickness. Before the railway was built the closing of navigation always caught some not ready for the event. The Fort Covington people get the bulk of their goods by boat from Ogdensburg, and the closing interests them, but by another season they will be more independent, as the railway connection with Potsdam will no doubt be accomplished by that time.

More ploughing was done this fall than I had any idea of. The farmers say it was not easy work but constant and persistent effort will do a great deal.

Talking of persistence accomplishing one's ends, the Indian can hold his own in that respect, for no matter how many rebuffs or refusals he may receive in asking for anything, in a very short time he will go over the very same thing and keep doing so without end, even when told that his request cannot be granted. The number of delegations, petitions, &c., that have been sent to the department to get the Dundee lands back have been very numerous.

November
24
1887

Ex-Sheriff Foster has disposed of his interest in the railway on the New York frontier near Fort Covington for \$60,000. That is one good reason why he had no further use for a shrievalty paying something less than \$1,000 per annum. Mr Foster was engaged for some years in building the Montreal and Champlain Junction railway, and it is a short extension of this line to make an important American connection that he has sold for the snug sum of \$60,000. The ex-Sheriff is contemplating extensive local improvements at Knowlton which will benefit that place not a little.—Waterloo Advertiser.

April 21 1887

HUNTINGDON.

The train has been late for several evenings owing to the break-down of the turn-table at the Fort. From Ste Isidore the locomotive runs with tender first, and cannot make the same time when reversed.

MAY 19 1887

brary - McMaster

to use all
realization
locality to

Ste Martine.

The citizens of this town confide in the sincerity of your promise, contained in your last letter kindly directed to me, and that notwithstanding certain humbug thrown before the public by a few disappointed individuals who are trying to throw cold water on this project.

I will be in Montreal on the 1st day of September next and would like very much to meet you there.

Yours truly,

M. BRANCHAUD.

All of which resulted in the meeting held here in the market hall, of representatives of all classes, farmers, mechanics, priests, judges, lawyers and merchants. At that meeting after many speeches we entered into an agreement. You, as the people of Beauharnois and Valleyfield, agreed to give us \$20,000 and land for yards and depot ground and to assist us in obtaining provincial and Federal aid. We on our part agreed to obtain a charter and build you a railway this season. It will be with recollection of you all that again and again in my speech upon that occasion I said, "Let there be no misunderstanding between you and us, (the Montreal and Champlain Junction Railway company.) You must be united and in earnest, and together we can accomplish what we undertake. United we can assure you a railway within a given number of months next year."

Gentlemen, I now return to you with our part done. We have a charter; we have provincial aid assured us and Federal aid promised. Keep your promises good, as you have done and I am sure will do, and you will have a railway this summer. (Cheers.) Gentlemen, I hear soft things said about some unknown persons having applied at Ottawa for a charter to build you a railway. Of this I know little and care nothing. Some say the Canadian Pacific railway folks are behind the applicants. But whatever the object, with your interests for our cause, with the aid we have of all the members of the Commons, the Senate, the Legislature and the Legislative Council, of the entire district, we must succeed in protecting our rights and in vindicating your and our cause. I have said that all the representatives of the entire district are with us, and why should they not be? They know, and you all know, that we, as the promoters of the Montreal & Champlain Junction railway, have given to the district of Beauharnois and the Chateaugay valley, thus far almost, unaided, railway facilities which they had tried again and again for forty years to obtain, but without success until we came to their assistance. Gentlemen, your assurance to me of the promised local bonuses causes me to say, as I said here at the meeting in August last, if we stand united in this railway project we can ensure its success. Do your part and we will do ours and your railway is certain. (Applause.)

Several speeches were made by local gentlemen. Mr. Branchaud said that he had seen his confrere, Mr. Abbott, of the C. P. R., and had been assured by him that his company had intention of building a line to Beauharnois. J. Bisson said that it was a source of satisfaction to him that this project bade fair to be a success. There was no politics and no religion in it.

THE POSITION OF THE BEAUHARNOIS JUNCTION LINE EXPLAINED.

THE Montreal Gazette states that a large deputation of the people of Beauharnois met Mr. Foster at Kelly's hotel on Monday morning to inform him that the majority of Beauharnois and Valleyfield councils had signed an agreement to submit by-laws for ten thousand dollars each in aid of the Beauharnois Junction railway, whereupon Mr Foster, replying, said: "Gentlemen,—You tell me that you have the written guaranty of the majority of the councillors of Beauharnois and Valleyfield that at their next council meeting they will submit a by-law to the people for the promised aid of \$20,000 to the Beauharnois Junction railway. To me it is most gratifying intelligence, and the more so because it is carrying out your promises made to me in the month of August last, and it is convincing evidence that you recognize my fidelity to your cause and my willingness to keep the promises I made to you last August on behalf of the promoters of the Montreal & Champlain Junction railway company. In the interests of the Beauharnois railway project, and to correct outside false impressions, it is well that I should refer to the history of the railway. During the construction of the Montreal & Champlain Junction your people, of themselves and through their St Martine friends, urged us from year to year to build a branch to Beauharnois. We never refused you, but always answered wait until we complete our road to the International boundary line and then we will talk to you. Accordingly, in the early part of last August, we sent you word that we would meet your people to talk railroad. A meeting was arranged and in this very room I met your leading men. After my arrival in Beauharnois and before the meeting I heard that the Canadian Pacific railway people wanted to build you a railway and upon the opening of the meeting I addressed these words to you:

MAY 26, 1887

promoters had been working incessantly with this end in view and had never once lost sight of it for a moment. He referred with deep regret to the deaths of Messrs Wilson and Seeley, who had done so much to promote the work, the former, the late solicitor, and the latter a director of the company, whose absence on the present occasion they all so deeply deplored. But though absent in body they were with them, he felt sure, in spirit and partakers of the common gratification at the success now about to crown their labors. The directors of the road had had to contend with many obstacles but had never faltered in their purpose and had now the supreme satisfaction of seeing the work in which they had engaged within a few weeks of its final completion. (Cheers.) They had heard a good deal of talk lately about a commercial union of Canada and the United States and a closer affiliation of the two countries. In such a railway as they were about completing they had the best kind of commercial union, in his opinion, tending as it did to develop the sections of country it served, to promote interchange of traffic, to enhance the prosperity of both peoples, and this without disturbing the autonomy or the political institutions of either country. As for a closer affiliation, he might say to them that if ever the time arrived when the people of the United States desired to enter the Canadian Confederation, he was sure they would be cordially welcomed and given a share in its prosperity. (Cheers and laughter.) Mr Foster then dwelt upon the advantages that would follow upon the opening of the railway to traffic, the saving in distance in reaching the markets which it effected, and the possibilities presented of its becoming a link in a great through route. Before closing, he announced that he had received a congratulatory telegram from ex-Consul-General Dart, for some years resident in Montreal, a gentleman who had evinced the warmest interest in the undertaking, and who had been instrumental in raising \$15,000 in his home at Potsdam to assist the Rome & Watertown railway in extending their line to Massena Springs so as to complete the connection with the Canadian road. He also had received a message of congratulation from Mr Hickson, of the Grand Trunk railway, to whose efforts, Mr Foster said, had largely been due the event they were that day celebrating, namely, the approaching consummation of a new line of communication between Canada and the United States, and who throughout his career as general manager of the Grand Trunk has done so much to foster and develop trade between the two countries, and to promote those cordial feelings of regard between the two peoples that happily exist. In conclusion Mr Foster paid a high tribute to the assistance rendered the enterprise by Mr Wainwright, of the Grand Trunk, and retired amid loud cheers. Short and spirited addresses were delivered by Messrs Thomas Gebbie, sr., of Hawke's Bay, Col. McEachern, of Ormstown, Rev Mr McKay and Rev Father McMorrough, of Fort Covington; Mr Peter Gardiner, of Dundee, and Dr Gillies, of Fort Covington.

Mr Blood, ex-collector of customs, then called for cheers for Mr Foster and the directors, which were heartily given.

The rail was then placed in position and the spikes driven in by the following gentlemen: Dr Gillies, Thomas Gebbie, sr., John Hunter, S. B. Blood, John Duncan, Julien Hebert, Father McMorrough, J. Y. Cameron, Peter Gardiner, S. J. Farnsworth, J. H. Wood, Frank Shields, A. Jacobs, D. E. Duncan, Dr McFee, S. S. Danforth, Rev J. McKay and Mr A. Nash, of Fort Edward, N. Y.

The ceremony concluded, the visitors again boarded the cars and returned to the city, having spent a most enjoyable day.—Gazette.

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Dominion. The men whose interests are bound up in the N.P., those who have invested capital in the iron mines of Nova Scotia to the extent of hundreds of thousands of dollars, must feel that having initiated a new departure in tariff matters Sir Charles ought to stay in Canada and see the iron policy of last session carried to a successful conclusion. Of course it is open for Sir Charles to say that he has fulfilled the duty that was assigned him just previous to the elections. He carried Nova Scotia, secured a new lease of power for the present administration, and having got the ship of State out of the breakers may now be permitted to return to England to complete the work partially commenced last year. Plausible as this may seem, it will not materially lessen the feeling of unrest which is sure to set in once it becomes generally known that Sir Charles leaves Canada simply as High Commissioner. Something more than rumor points to Hon. Thomas White as Sir Charles Tupper's successor to the portfolio of finance. He is about the only man competent to fill it. Mr McLelan is completely out of the running. He was a lamentable failure in the position when he held it for a year or so, although his budget speech of 1886 will go down to posterity as fearfully and wonderfully made. Mr. Bowell is spoken of as Mr. White's successor in the Interior, and probably a change would not be unacceptable to the Minister of Customs. Mr. Bowell, I believe, is the only minister who has held the same portfolio uninterruptedly since 1878, and, as the Department of Customs is to be one of the minor ministerial positions when re-organization takes place, Mr. Bowell's faithful service in a thankless office entitles him, above most of the other ministers, to promotion. There is a pretty well-defined impression in some quarters that Sir Hector Langevin might be willing to solve the present political difficulty by accepting the dignified position of the lieutenant governorship of his native province if it were not for the feeling which evidently possesses Sir Hector and his friends that he would be chosen successor to Sir John in the leadership of the Conservative party in the event of the Premier's retirement. If Sir Hector is imbued with this idea he cannot adequately have gauged the sentiment of either Ontario or the Eastern Provinces. What effect such a solution of the difficulty existing among the French Ministers as is hinted at in the foregoing would have on Sir Charles Tupper's departure for England is a question which no one at present can solve. — Cor. of Mail.

A cablegram from England to Mr. Kerr, Q.C. conveys the intelligence that the privy council has given its decision in the important case of Sweeney vs. the Bank of Montreal, which was an action instituted by Miss Sweeney, a lady of Montreal, to compel the Bank of Montreal to retransfer to her thirty shares of capital stock of the Montreal Rolling Mills company which had been confided to James Rose for investment and stood in his name in trust, but which he hypothecated to the bank without her knowledge or consent for personal advances to

THE EXTENSION TO MASSENA.

The laying of the first rail of the Massena & Fort Covington railway took place on Tuesday, at Fort Covington, N.Y. The line is being built to connect the American with the Canadian railway system, and will be 23 miles in length. The country through which the line is to run is comparatively level, and the work presents no great engineering difficulties. The only bridge to be built is a small one over the Little Salmon river. The country is a rich farming district, picturesque and well settled by thriving and prosperous farmers. It is probably as healthy as any part of the continent, the people are strong and robust in appearance. Mr Foster, left by a special train on the Montreal & Champlain Junction railway in the morning to be present at the ceremony. The trip was a most delightful one, the road being level and well constructed, and the scenery beautiful and diversified. The road at times runs through well cultivated fields, bearing fine crops, sometimes through rocky gorges overhung with trees, looking wild and picturesque, sometimes through broad green pasture lands, at others through clumps of trees that would do credit to any old country park. At Ste Martine a stop was made to allow the party to inspect the work on the projected line from the M. & C. J. railway at that point to Valleysfield, via Beauharnois. Three gangs of men and two trains were seen raising the embankment on the north side of the Chateaugay river, which is to be crossed by a stone bridge with iron superstructure. The bridge will be 150 feet in length, 28 or 30 high and will be of two spans. The railway track will occupy 82 feet in width. The contract for construction was awarded to Mr James Wright, of Montreal. Work was begun on the 15th inst., and has been carried on rapidly and unceasingly ever since, the contractor hiring every man he could get. The bridge will be completed in September and will cost \$32,000. The party then returned to the cars and finished their journey, reaching Fort Covington shortly after noon. Carriages were in waiting to convey the visitors to the hotel, but it required a good deal of perseverance on their part to push their way through the immense crowd that had gathered at the depot to greet them. The whole population of the town seemed to have turned out en masse and the adjacent districts had contributed their quotas to the crowd which gathered around the carriages and vented their enthusiasm in cheers for the directors.

After dinner the directors of the road held a short meeting and the carriages were again in requisition to convey the visitors back to the depot. The local band in full uniform marched down and played a selection of airs. A trunk being utilized as a platform, Mr S. W. Foster mounted it and made a forcible address. They had met there, he said, to lay the first rail of the road that was to connect them with the entire railway system of the United States. For four years the

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other the exclusive right to the high seas, which is the ground, I believe, on which the Americans claim to have made their seizures. That might possibly hold good against Russia, but I do not see how it can affect any other country. I hope, however, in the meantime, if at the trial about to be held we are represented, we may have from an authentic and authoritative source full details of the circumstances connected with the whole matter.

Sorel, Quebec, August 11.—The presence of Hon. Mr. Mercier in this town last evening was the occasion of a demonstration at the Brunswick. Long before the arrival of the train on the Montreal and Sorel railway, a large and enthusiastic crowd had congregated on the banks of the river to receive and escort him to the hotel, where two addresses, one on behalf of the county and the other by the young nationalists, were presented to him. The balcony of the Brunswick was profusely decorated with flags and Chinese lanterns, and was also graced by the presence of several ladies, who presented the Hon. Premier with bouquets. After the reading of the addresses, Hon. Mr. Mercier, after thanking the citizens for their demonstration, referred to the object of his visit, which was to sign the agreement whereby he discharged the town of the municipal loan fund debt. He spoke very strongly of the Montreal and Sorel Railway, and stated that the company would obtain a grant of \$2500 per mile so as to raise the roadway and prevent any snow blockade, and to purchase rolling stock. He strongly urged the corporation to give assistance to the railway to build a bridge at Sorel, and declared that in such a case he would give further aid. It is likely that an effort will be made at once to carry out Mr. Mercier's project which is looked upon as one which, if carried out, will materially assist the town and railway.

Woodstock, Ont., August 11.—Last night arrangements were completed for the marriage of a West Oxford young lady and an Ingersoll gentleman, but the groom at the last moment backed out, and failed to put in an appearance. The disappointed bride heroically invited the assembled guests to enjoy themselves as if the little hitch had not occurred, and it is learned that just as good a time was spent as if the marriage had taken place.

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Ottawa, Sept. 28.—The Montreal express on the Canada Atlantic pulled out of the Elgin street station at 4.50 this evening with about 100 passengers on board. The train was made up of an engine, baggage car, second class, postal and smoking, first-class and Pullman in the order named. Eastman's Springs was made on time and the train started for Bearbrook, 6 miles distant, where it was due at 5.19. The bush all through this section has been on fire for weeks, and after leaving Eastman the smoke was so thick that it was unpleasant to breathe. Fires were raging fiercely on both sides of the track, and the sky was lit up with a lurid glare. But all being reported clear, Engine Driver Broacher did not slack up, but endeavored to run through to Bearbrook as rapidly as possible. The train was going at the rate of about 40 miles an hour, and had nearly reached what is known as the half way crossing when the rails suddenly spread, the ties being burnt away, and the engine left the track. With great presence of mind the engineer sprang to the air brake, which acted so well that the train was instantly stopped, but forged slowly ahead for a few yards, the second-class, postal, first-class and Pullman leaving the rails and falling quietly over on their sides. There was no telescoping, and the cars were so strong and well built that they were scarcely broken by the fall. The baggage car left the metals, but remained upright and was ultimately saved. The passengers acted with great coolness, inspired by Conductor Hostler, to whom great credit is due. They were speedily extricated from the wreck, and it was found that not only was no one killed, but nobody was seriously injured, and no bones were broken. The ties and bush were all on fire, and the second-class and postal cars were soon in a blaze, quickly followed by the first-class and Pullman. These four cars were entirely consumed, but the twenty-eight sacks of mail matter were saved.

September 29 1887

Montreal, Nov. 3.—A new departure in railway circles was inaugurated to-day by the arrival of the first Canada Atlantic train from Ottawa at Bonaventure station. Hitherto the Canada Atlantic service has been carried on by Grand Trunk trains, but hereafter one of them will be run entirely by the Canada Atlantic. The new train is got up in a palatial manner and is entirely lit by electric light. The new departure will doubtless prove a great boon to the travelling public.

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A FEW WORDS ABOUT OUR RAILWAY.

To the Editor of the Canadian Gleaner.

SIR,—As we have had the Canada Atlantic railway running past our doors, in full blast, for 2 years, after paying our bonus, it may not be out of place to say a few words about its advantages and disadvantages. First, it is of little or no advantage to the farmer, for two reasons, one reason being that there is not a proper man at the station to buy grain and other farm produce. A good man, with a little business tact, might do well at the station. The railroad company holds 3 acres of land there and they would give a free lot for a granary on certain conditions. We invite any enterprising man to come and make a trial, as we are sure a good business could be done, as this is a great grain-growing section. The second reason is, we have no daily train to and from Montreal. There was an attempt made to connect with the Montreal and Champlain Junction, but it was a miserable failure. We do not blame the Canada Atlantic, for they seem to be willing to do anything that is reasonable. The fault lies with the Grand Trunk, which will neither make a halt at the junction to accommodate passengers nor allow a Y to be laid to connect the two roads. We think it would increase their passenger traffic and be a great convenience to the St Louis people if a proper connection were made.

W. SANGSTER.

St Louis de Gonzague, Feb. 27th, 1888.

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boundary line. The Montreal & Champlain Junction railway had connected with the Rome, Watertown & Ogdensburg railway at Massena Springs, and were arranging for a joint station there. He had a telegram from the president of the road, Mr Charles Parsons, which stated: "We have taken no part in the introduction of the bill (meaning the South-Western) nor in the contest over it." The Great Eastern railway got a charter some years ago for a railway in that section of country, but the road had never been constructed. The Montreal & Champlain Junction railway company had expended between \$300,000 and \$400,000 on this piece of line and deserved some protection. They stated that they wanted to bring the traffic from Northern New York. That was what the Montreal & Champlain Junction railway wanted to do, but when the Rome, Watertown & Ogdensburg railway were requested to build the line from Massena Springs to connect with it they would not do it. He would like to ask whether they thought that traffic could be brought from Northern New York by way of the "Short Line" to the Eastern States? He simply asked the committee to give his company a chance to open their line and work it, and if it developed into a large business they would be very glad to have other lines of railway. They had made no money on their road. He could also have got petitions from many prominent men in favor of the stand which he took. He would, therefore, ask them to throw out the bill.

Mr W. C. Van Horne, vice-president and general manager of the Canadian Pacific railway, stated most positively that the line from Valleyfield to Dundee would be no further south than shown on the map. The Grand Trunk railway always knew more about their roads than they did themselves. As to the history of this affair, it was quite true that they said to the people of Beauharnois in 1886 that they could not construct this road, but some months later he was called upon by Mr Chas. Parsons and his attention directed to the importance of having his road connected with the new Canadian Pacific railway bridge then under construction, and as shortening the line between New York and Montreal. The majority of the freight of the New York Central was carried under an arrangement with the Canadian Pacific railway by way of the Utica & Black River road and Brockville & Ottawa. Although the Grand Trunk railway had two lines, one to Fort Covington and the other to Rouse's Point, the Canadian Pacific carried 60 per cent of the traffic. He had telegraphed to Mr Parsons and received the following reply: "We have no exclusive arrangement, and shall be very glad to interchange business with you." Mr Parsons had also called attention in Rochester to the importance of this line to that city.

Mr Shanly—How do you propose to connect from the boundary line to the Massena Springs?

Mr Van Horne said that if there were any difficulty about the Rome, Watertown & Ogdensburg railway getting legislation they could act under the general railway law of the state of New York; the distance was 18 miles.

Mr Scriver said he had voted against this bill last year, but he would vote for it this year, as it would provide some of his constituents with railway accommodation, and they had made a special request for him to vote for it. However, if the preamble was adopted, he would move an amendment compelling the company to stick to their line as pointed out. The Montreal and Champlain Junction railway were perhaps rather slow at first, but he was bound to say that since the line had been open it had been a good railway and

THE SOUTH-WESTERN RAILWAY BILL.

OTTAWA, April 17.—The railway committee met this morning, Sir Hector Langevin in the chair.

The bill to incorporate the South-Western railway company, to construct a railway from Caughnawaga to a point on the international boundary at or near the village of Dundee, there to connect with any railway in the United States, the said railway to run via the town of Beauharnois and the town of Valleyfield, was considered.

Mr Hall, the promoter of the bill, showed a plan of the proposed railway, one of the objects of which was to make connection eastward with the Short Line to Halifax. One of the objections, when this same bill was before the committee last year, was that the Canadian Pacific railway, which was undoubtedly promoting this measure, was applied to in the first place by residents of Beauharnois and Valleyfield two years ago to construct a road from that vicinity to Montreal, but the Canadian Pacific railway at that time refused to entertain the project and did not take any steps in that direction until a charter was asked for a road from Beauharnois to St Martine, the inference being, therefore, that the Canadian Pacific railway were not serious, but only wanted to hamper the Grand Trunk railway in their efforts to give railway connection to that portion of the country. The reason for the refusal of the Canadian Pacific railway to build this road before, however, was that they were interested in other

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project in the west, then scheme for a short line to Halifax and their great bridge across the St. Lawrence, and were not in a position to undertake the construction of a road for local purposes. That was also their position to-day, and they would not be induced to build the railway now for simply local purposes, but a little more than a year ago they were approached by railway parties who would be connected with this system in Northern New York, and encouraged to build the shortest line in order that the business of Northern New York might be brought to Montreal. The Canadian Pacific railway had never used any influence to prevent the Grand Trunk railway from getting municipal or other aid, and they did not want to interfere now; they simply wanted a through connection with the railway system of Northern New York. There could be no better confirmation of their great desire to get this charter than the fact that they came again after being defeated last year. He had petitions in favor of the granting of this charter from over a thousand residents of that locality, including many men of prominence. It was said that the line would run for some distance alongside the Montreal and Champlain Junction railway, but he would say that if there was any deviation from the line as shown, it would rather be to the north than to the south, as the engineering difficulties were decreased the farther they went north towards the river. The progress made by the Montreal and Champlain Junction railway had not been very rapid, and then again the distance by that line from Montreal to Dundas was 74 miles, while it was only 60 miles by the proposed line. The government were now going to do away with the monopoly clause of the Canadian Pacific railway, and was it to be supposed, therefore, that they were going to admit the principle that because a railway existed in a certain portion of the country no other railway is to be built there? They did not ask for any aid whatever from either the Government or the municipalities, and they did not desire to injure the Grand Trunk railway.

Mr William Wainwright, assistant general manager of the Grand Trunk railway, said that in the fall of 1886 the Canadian Pacific railway were approached by the people of Beauharnois and that district to give them a railway. They had previously applied to the Montreal & Champlain Junction railway, when they said that they had not the money and had no desire to increase their obligations. They then applied to the Canadian Pacific railway, but the president of that railway told them that they would not build the railway and had no intention of doing so. They then saw the Grand Trunk railway authorities again, and they thought that if they had the support of the people of the district they would endeavor to give them the line. He saw the minister of railways, but as the Quebec legislature was sitting earlier than this parliament they got the charter from there. The royal assent was given to the charter, and in the meantime they saw that an application had been made to the parliament for a charter for a line along the same route. He saw the minister of railways who told him that he did not think it was fair. He then came to Ottawa and the committee in its wisdom last year threw out the bill. The promoter of the bill seemed to think that the country was well populated, but such was not the case. The Montreal & Champlain Junction railway was struggling for an existence, and there was not room for two railways. Why, the member for the county had said he did not think that the Montreal & Champlain Junction road would ever pay. It was said that this road would not run for some distance alongside of the Montreal & Champlain Junction; but the engineer of the company stated that they could not construct the proposed line in the direc-

had been operated to the south of that portion of the country. Mr J. M. Shanly, engineer of the Champlain Junction railway, said the line as shown by the committee runs almost through the center of the county, and it could only be built at a great cost, and might be of course possible.

Mr Van Horne said that the Grand Trunk railway had been finding engineering difficulties in building the Pacific railway.

The vote was then taken on the bill which was carried—yeas, 10; nays, 4.

The bill was passed without amendment, including the one proposed by the committee, and the committee adjourned.

DOMINION P.

OTTAWA, April 17.—

The governor-general is to be met by a demonstration in the shape of an open address, to be followed by the Russell house and a dinner by Lady Lansdowne to be 250 guests, who will be invited to the privilege. Lord Lansdowne is the constitutional governor, and in that capacity he is what we in Canada call a constitutional governor, and will year not to interfere with the duties assigned to him, and socially His Excellency undoubtedly won the esteem of whom he came in contact, distinguished ability with the discharge of his executive duties.

THE DEAL WITH

The government call supporters for the purchase of the Pacific agree to abandon the monopoly, and it is stated to be satisfactory. As offered are the same as were offered in a previous bill by the government of \$15,000,000 company. The interest is a year, secured by the railway to the company, a total of 100,000 acres. It is claimed that the government by the bill will make a bill equal interest. The sales of land to be used to redeem the bonds of one of whom shall be a look after the sales. The bonds are to be applied for the purchase of rolling stock, \$5,000,000 for general in the erection of elevators on the main line; and \$5,000,000 liquidating the floating debt.

THE TRADE OF

In his speech, in moving the fisheries treaty, which has been passed by the House of Commons, Sir John Lubbock, the member for the Mills tariff bill, which proposes to place a duty on salt and wool. If the bill is passed, it would admit from the United States on which last year we paid \$1,315,000 on lumber, \$96,000 on copper ore, and \$1,000,000 on fish.

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FED'S REPORT ON THE SUGAR SEASON

Canadian Gleaner
at finishing my 50th anniversary
aking. The time seems like
look back to when I was a boy 9 years
when a younger brother and I made
the same bush lido now when we
the sap in pails by hand and most
d to boil it which we did in two cooler
muck on the cranny brought in

chapter to another company. For what purpose? To destroy the investment made in the Montreal and Champlain Junction Road. As I have said already, hundreds of thousands of dollars have been expended in this branch railway, and the capital put into the road is not our money. Canadian money or public money, but it is money that came from abroad, borrowed money. If, therefore, there has been time to test whether or not the road will pay as an investment, we grant a charter to another company to build a line alongside of this road. It evidently must prevent the company

question came before the house last year.

An hon Member, Párasís (Laughter).

Mr Wilson (Argenteuil): In connection with question of precedence and the letter sent by the people of that locality to the Canadian Pacific Railway Company I may say, that the people want to that company when they first heard of the bridge spanning the St Lawrence below La-Verdun, that the Canadian Pacific Railway refused to entertain the application of the people of that locality then, they did it in good faith and all earnestness. The people of that locality asked a railway for local purposes and the Canadian Pacific Railway Company did not see their way to build a local railway. You cannot blame them for that; if they see at this later day, as they do see, that they will be able to give those people a railway for local purposes and give themselves a line for far greater and more important purposes, hon gentlemen cannot say under those circumstances that they have not treated the people in good faith, or that they were playing with them.

The people of the locality have now a perfect right to come and say to the Canadian Pacific Railway Company: Gentlemen, we understand your position now. You want a through line; we want a better connection here in Montreal than the Champlain Junction Railway can ever give us; and we will assist you in running your line to the locality. The Canadian Pacific Railway Company say: You are asking for a line for the better local railway, and you want to have the people of that locality say they are moving to the greater consideration of having the line to the United States border. I would like every hon gentleman in this house to know that the people of this place are going round a horse-shoe instead of taking the two nearest points from Montreal to Valleyfield. In going to the village of St Marie and across the Baughnath Junction Railway way the people have to travel a distance of 42 miles from Montreal or at least 42 miles. Under the plan which is proposed to be built for the Canadian Pacific Railway, the people of this town and Baughnath and Valleyfield of Montreal have to travel 20 miles or 21 miles at most. Why will hon gentlemen compel them to travel double the distance that they can be doing in? Have you not

Mr HALL: Whether or not the house will adopt the very annual course of giving the six months' hoist to a bill reported on by the committee of railways rents with the house to decide. As the motion in charge of the bill I must oppose any such action as strenuously as I lies in my power. The remarks made in supporting the motion by the hon members on the other side lead me to make a reference to the matter before the house which is somewhat of a repetition to the members who heard the discussion in another place. I will make those remarks as briefly as possible so as not to weary the house. They referred, in the first place, to the fact that the bill had up to last year; that is, that the application of the hoist to the promoters of this road is not in earnest so far as an ultimate design of constructing the railway is concerned, but that it is rather for the purpose of obstructing a company that has already made an expenditure in that direction. To that fact, however, already made is correct and probably complete. The Canadian Pacific railway company were approached two years ago to build a local railway for the purpose of reaching Beauharnois and Valleyfield. They declined then and I may say that so far as a local road at present is concerned they would again decline to build it. They have no motive to build a railway in that section of the country for local purposes simply. Since that application was declined by them their larger schemes have been completed or nearly completed; their construction in the West has been finished; their bridge across the St Lawrence has been built; their short line to the Atlantic ports is nearly finished; and they are now negotiating with powerful railway companies in Northern New York to know if they would establish a through line which would enable the freight that comes from New York city and State to Montreal to reach that latter city under much more favorable circumstances than at present. The company looked upon that application as a very much more important one than the one previously made for local purposes, and therefore they applied to the house last year for the right to construct such a railway. They were opposed, and the objection I am sure which induced the committee to throw out the bill was, and I think that they were not wrong in this, that the bill was not so properly stated in another place, there could be no positive confirmation of their sincerity in their desire to build a through line of railway, thus their application again the year after, the Grand Trunk railway have obtained their subside from the municipalities, and have actually constructed their road. It can no longer be said that they only desire to obstruct the Grand Trunk. Their desire to construct a more direct line for the public interest, and they ask the house for the authority to do so. The only other point which has been raised the question of existing right and that point has been very fully dealt with by the hon member who has preceded me. This bill brings before the house a principle which is to give very much more importance than it has to the right of way, and the right of way is the principle which has been the basis of the right of way, facilities in different sections of the country to be restricted in many ways, and the north side of the St Lawrence there are two important lines of railway which run so close together that a line can be thrown from one to the other. Is there any reason why the same thing should not exist on the south side of the St Lawrence especially when we consider that the line would merely be the detached of the lines, and that the people in general have petitioned in favor of the road it seems to me would be



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there were rings, staples or holes in the wood to tie by, former animals must have eaten them away while waiting for their masters. I drove elsewhere. A firm, called the Shield Brothers, have started a new enterprise in the manufacture of an invention called a "milk gage," by which a person can tell the contents of a can of milk, and also electro-plating in nickel, copper and silver. To the northeast of the village there is as fine a tract of land as is to be found in this section of country, or I might say anywhere within my knowledge. In driving up from Fort Covington, the road traverses a ridge, and, after leaving the Fort two or three miles, this flat presents itself to the left, and most assuredly makes a pleasing sight. Hay is a prominent crop, and three tons to the acre are raised in anything of a favorable year, but there is one thing connected with it which would be an eye-sore to many of the farmers in this district, and mars the beauty of the scene. I refer to the plowing, for, in laying out of the ridges, hardly two are the same width, some being double the width of others, and very few of the furrows lead the nearest way to the end. They seem fond of curves. It is singular, with all their enterprise and taste displayed in manufacturing implements, Americans generally are such indifferent plowmen. They will tell you, if anything is said about it to them, "Well, I guess we can raise just as good crops as you can." Their plows are regular rooters, so short and light you cannot guide them. They want them light, so they can swing them around, instead of having the horses draw them to the commencement of a new furrow. That is one reason why they don't like our plows, as they say they are unwieldy. In my drive, I noticed that the apple-trees would be full of blossoms, and also were very full of limbs. This last fullness is not peculiar to orchards in Bombay, for it is pretty general all over, so far as my observations extend. How can people expect to raise decent sized apples on a tree so full of limbs that the top is almost impenetrable. It won't do, folks, to let nature have her own way too much. If we personally had been allowed to grow up as nature might direct, without being frequently *trimmed*, the fruit we would bring forth would hardly be fit to be presented. Trim your trees and kill the caterpillars and your orchards can be looked upon with pleasure by a passer-by and you will also reap your reward. When I was a boy, there was a gardener in the neighborhood whom some people (not many) got to trim their trees, and, of course, he did it in orthodox fashion, but many would say, "I wouldn't let that man into my orchard, for he'd just destroy it." But, instead, he was the life of many.

I don't think they have any such sized fish in Hinchinbrook as the one shipped from here the other day to a butcher in the metropolis of this county. It weighed, before leaving here, 101 lbs., and was caught on a night-line by Peter Chataud at the Chenail, Dundee. It is not often that such a large specimen of the sturgeon is captured in these waters. I trust the dainty (?) morsel was enjoyed by the partakers thereof. By the by, the ladies might have used the fins or flippers for fans.

A person should be very careful what they write, for there is no telling what an effect it may have. I had no idea that that little bit of—call it rhyme for shortness sake—would have such a dampening effect as to prevent a correspondent from soaring in the "realms of fancy" and cheerfully bursting into song. I am very sorry indeed and will hereafter avoid penning anything that will have such an untoward effect. Although incompetent myself to venture into that region, there is no reason for me to stop others who can. I don't want to act the dog in the manger.

The weather has improved and nature never wore a more beautiful green. The dandelion blossoms are out in profusion and the only ones that I can see. The mosquitoes, a few, but no more than in other places. Thank something, the swarms we were once upon a time greeted are not now.

MAY 3
1888

DUNDEE.

I paid a visit to Bombay lately. Well, what about it? says somebody. Why, Bombay, since the building of the M. S. & Ft. C. R.R. and the prominent part some of its citizens have taken in furthering the project, has brought it into considerable prominence. Was not an order issued of late to make it the terminus, for a time, of the M. & C. J. R.? Which order, however, has been countermanded for the present. Has not the president of the road honored the place by building an observatory, which the people can go up and look over the country as far as the eye can reach (not very far), and the young maidens of a clear night can have a fair view of the man in the moon? Bombay village is not so large but what a person can take it all in without the aid of an observatory and glass. I noticed three stores and two hotels, where they have license to sell liquor. I drove

MAY 31

1888

selves, singing and dancing until about 10 o'clock.

The Canada Atlantic railway have, through their energetic agent, Mr George Phillips, arranged a series of excursions from Malone, Swanston, Plattsburgh and other towns to Valleyfield and down the rapids by steamer, returning in time to catch the afternoon express. These trips are becoming very popular with our American cousins along the border, who enjoy a trip on Canadian waters equally as well as ourselves.

Saturday morning, as the barge Kildonan was being towed out of the locks here by a team, owned by Joseph Monpette, the horses (a very valuable pair of blacks) got too close to the bank, and both tumbled into the canal. With considerable difficulty they were pulled out none the worse of the ducking.

A meeting of the provisional directors of the Valleyfield and Adirondack R.R. was held on Friday. Nothing was done beyond organizing.

— ANTI-SLAVE

MAY 31
1888

The Gazette states that on Friday morning an accident took place at the entrance to the Victoria bridge. At 5.12 a. m. an empty car belonging to the Ogdensburg and Lake Champlain railway, attached to number 13 Champlain mixed train, mounted the frog at the west switch before entering the bridge. The car being empty neither the conductor nor driver felt any pull, but the man who is stationed at the entrance as an extra precaution noticed that the trucks were off the rails; he at once signalled by means of the flash light placed in the centre of the tube, the engine was reversed and the train brought to a standstill. This caused the derailed car to fall across the track and the two following ones of the Delaware & Hudson railway, to fall over the front one. The three cars were badly broken up and traffic was blocked till 9.35 a. m. The great strength of the bridge may be judged from the fact that not the slightest strain or damage was done to it.

December 13
1888

A TRIP TO OGDENSBURG BY THE NEW ROUTE.

To the Editor of the Canadian Gleaner

HAVING lately visited Ogdensburg, it has occurred to me that a short account of my trip might be acceptable to many of your readers, more particularly those who are interested in the new route to the West, which has so lately been inaugurated. It was announced that the road to Massena would be opened on the 3rd instant by the mixed train. In accordance with a long-expressed determination, I resolved to proceed to Ogdensburg by the first trip. I went to the station at 10.30 a.m. and had the honor of purchasing the first tickets, my wife and sister-in-law, Mrs Wm. Shirriff, accompanying me. I bought return tickets to and from Massena, and I think the price of each was \$1.95. The train was late

- December 20
1888

that morning, and it was near noon before we left the station. We were the only through passengers to Massena, but we were joined by a few more at the Fort, Bombay, and Helena. We reached Massena in good time, and had to wait there until 3.45, when the train started for Norwood. We arrived there in about 25 minutes and waited 15 minutes until the Ogdensburg train arrived which we boarded. We reached the city a little after 5, after a pleasant journey. The distance to Massena from Huntingdon is 37 miles, from Massena to Norwood 15, and to Ogdensburg 24, altogether 74 miles. The usual fare to Massena is \$1.15, to Norwood 39 cents, and to Ogdensburg 75 cents, making altogether \$2.32. You can go to Ogdensburg from Norwood by the Rome and Watertown road, and the charge is the same, 75 cents, but it is 20 miles longer, and occupies nearly an hour's more time.

Street cars, running on iron rails, meet you at either station, and will convey you the length of their route for 5 cents. The cars are very comfortable, being heated by coal stoves. We found the new road very smooth and comfortable, and the conductors and station-masters most attentive and obliging. In returning home, we took the same route to Norwood, having to leave Ogdensburg at 9.40 and had to wait $2\frac{1}{2}$ hours at Norwood. We would have done just as well by taking the 11.20 train to Dekalb station on the Rome and Watertown road, but rumors of an intended change of time determined us to take the earlier train. There was no delay at Massena on our return, and we reached Huntingdon at 3.55 p.m.

There is not much to see along the route to Ogdensburg, except the new iron bridge at Massena, which is very beautiful, and well worth seeing. Norwood seems to be a thriving place, and has recovered from the disastrous cyclone which nearly destroyed it not very long ago. Ogdensburg is a beautiful city of 12,000 inhabitants. It has first-class water works, gas works, and a good fire brigade. A great proportion of the houses are wood, with shingled roofs, but most of the houses are isolated, except on Ford street, which is the business centre. I visited three of the churches: the Presbyterian, Episcopalian, and Roman Catholic. They are all beautiful and most tastefully furnished. The Episcopal church is large and will hold 1000. The present incumbent is the Rev James Morrison, brother of Dr Morrison, so well-known here.

There was no ceremony or demonstration at the opening of the Massena road, and the citizens of Ogdensburg knew nothing about it. Even the railway clerks were not aware that the road was open for travel. The line of railroad just completed has a great future before it, and must eventually become one of the leading routes to the West.

F. W. S.

December 26

1888

—On Monday morning the express on its downtrip was joined at Ste Martine, for the first time, by the train from Valleyfield. To-morrow the train will begin to carry the mails for both Beauharnois and Valleyfield, which, at this season, will ensure punctual delivery.

December 20

1888

The Canadian Gleaner.

HUNTINGDON, Q. THURSDAY, JANUARY 10, 1889.

A GLIMPSE AT THE COUNTRY BETWEEN HUNTINGDON AND WATERTOWN, N.Y.

No. 1.

Winter is unfavorable for sight-seeing, but those who cannot choose their time have to use their holidays as they best may, and having a few days at our disposal last week we thought we could not put them to better service than by getting a glimpse of the country which the opening of the railway to Massena has just rendered accessible. Taking the mixed train in the midst of the drizzling rain which made the last day of the old year so gloomy, we (no figure of speech: there were two) went along at a good pace, and on leaving Whitea had an opportunity of viewing the progress made in reclaiming the flats of the Beaver, which is going to form the finest farming-section in the county of Huntingdon. The number of new buildings at St Agnes indicates its prosperity, which would be all the greater if they had, as the size of the place and the importance of the country that surrounds it require, a station and a siding. The halt at the Fort was long enough to permit of a walk through it. No change was to be noted in the way of new buildings but storekeepers said the railway had improved business. Crossing the Salmon, which had broken its icy fetters, and seemed to be half of a mind to rise high enough to hurry them down to the St Lawrence, we soon entered Bombay, so called by a great man in his day who had much land in these parts, Michael Hogan, after the birthplace of his wife, who was an East Indian lady. Bombay is as fine a farming section as could be desired and to be compared to the flats between the Chateaugay and the English river, although not so well cultivated. Indeed, to the extent of the trip, which included the far-famed Jefferson county, the snake-fences, corners and patches of rough land in plowed fields, and poorly-drawn ridges were indications of slovenly farming that we were surprised to see. The village of Bombay, 5 miles from Fort Covington, is a small place, but is likely to be much benefited by the railway, for the produce formerly drawn to the Ogdensburg road will now be marketed here, evidence of which is given in the erection of an enormous barn by the side of the track for hay-pressing. A white wooden tower, looking for all the world as if the cyclone of last June had lifted a light-house from the St Lawrence and planted it in the middle of the field, is a result of the railway fervor. Here there is a Y, built to form a junction with the Northern Adirondack Railway, which starts from Moira and runs southward, being in running order to some distance beyond St Regis Falls, and intended, before long, to join the railway that is being extended from Saratoga into the heart of the Adirondacks. The distance from Bombay to Moira is 7½ miles, and the roadbed is ready for the rails, the laying of which will be begun in May. When this road is completed, it will be the shortest route from Montreal to New York and will command the bulk of the summer-travel. Why Malone should have allowed the opportunity to slip, of having the junction within its thriving precincts instead of Moira, we cannot understand. Its records

lay in front of it. The train halts and we are at Massena Springs and the terminus of the Grand Trunk. The Rome, Watertown and Ogdensburg track lies some 30 feet to the north of it, for there is no connection between the two, and passengers have to walk across a platform to reach the station. The arrangement is temporary, and, doubtless, in the spring arrangements will be made by the Grand Trunk to run their line directly into the track of the American company and draw up beside the station, which is owned by the Watertown company. The traffic arrangements between the two corporations are, at present, of a tentative character. The Grand Trunk sells no ticket for any point west of Massena, and the Watertown company for none east of that place. What is worse for the development of through traffic is, that if the Watertown train is late, as it often is, the Grand Trunk train does not wait for it, and this failure to connect has seriously disconcerted passengers from the west on several occasions. When it is stated that the Watertown train is timed to reach Massena at 1.55 p.m. and the Grand Trunk to leave at 2, the probability of frequent failure to connect is apparent. There is no risk of disappointment for passengers going west, for the Grand Trunk is timed to reach Massena at 1.30 p.m., while the Watertown train does not leave until 3.45. Massena is 87 miles from Huntingdon and the fare is \$1.15. Until May the Grand Trunk will run only one train a day. The Watertown runs two; the first arriving at 1.55 p.m. and the other at 7.15 p.m., and leaving at 6.25 a.m. and 3.45 p.m. respectively, and both making close connection with all trains for the south and east. The station-master at Massena, Mr Mowat, is obliging and well-informed, and after what we saw and learned would any passengers going to any part of New York state or to the west will make a more comfortable journey by taking the mixed train on the Grand Trunk than by driving to Chateaugay or any other station on the Ogdensburg and Lake Champlain railway. On the other hand, until the Grand Trunk orders its train to await the arrival of the Watertown one, passengers coming from the west run the risk of disappointment if they take the new route.

Having nearly two hours at our disposal, we spent them in visiting Massena Springs and Massena, for there are two villages, the first, where the railway-station lands you, and which heretofore has been a purely summer resort, the other the old village, which lies about a mile to the north. Crossing the Racket by a fine iron bridge, a few steps brought us within sight and smell of the far-famed spring, for there is only one, and it is situated within a rod of the deep flowing Racket. The spring boils up in a circular opening, which is covered by a pavilion and is wholly unaffected by its close proximity to the river. The smell of the water is offensive, being that of stale eggs, but the taste is not unpleasant, and when taken for some time comes to be preferred to ordinary spring water. Roughly speaking, its mineral contents weigh 13 grains to the gallon, of which half is salt, one-twelfth lime, and the rest sulphates.

dependent chiefly upon the trade brought to it as a railway centre and important junction.

The country improves as we go on, and while too hilly to afford much plowable land is evidently a fine pasture region, and the farmhouses are snug and roomy. A short run of 7 miles and the train dashes into a nucleus of electric lights, and the brakeman shouts "Potadam."

January 16
1889

Salmon, which had broken its icy fetters, and seemed to be half of a mind to rise high enough to hurry them down to the St Lawrence, we soon entered Bombay, so called by a great man in his day who had much hand in these parts, Michael Hogan, after the birthplace of his wife, who was an East Indian lady. Bombay is as fine a farming section as could be desired and to be compared to the flats between the Chateaugay and the English river, although not so well cultivated. Indeed, to the extent of the trip, which included the far-famed Jefferson county, the smoke-fences, corners and patches of rough land in plowed fields, and poorly-drawn ridges were indications of slovenly farming that we were surprised to see. The village of Bombay, 5 miles from Fort Covington, is a small place, but is likely to be much benefited by the railway, for the produce formerly drawn to the Ogdensburg road will now be marketed here, evidence of which is given in the erection of an enormous barn by the side of the track for hay-pressing. A white wooden tower, looking for all the world as if the cyclone of last June had lifted a light-house from the St Lawrence and planted it in the middle of the field, is a result of the railway fervor. Here there is a Y, built to form a junction with the Northern Adirondack Railway, which starts from Moira and runs southward, being in running order to some distance beyond St Régis Falls, and intended, before long, to join the railway that is being extended from Saratoga into the heart of the Adirondacks. The distance from Bombay to Moira is $7\frac{1}{2}$ miles, and the roadbed is ready for the rails, the laying of which will be begun in May. When this road is completed, it will be the shortest route from Montreal to New York and will command the bulk of the summer-travel. Why Malone should have allowed the opportunity to slip, of having the junction within its thriving precincts instead of Moira, we cannot understand. Its people have surely, in this instance, been blind to their own interest.

Leaving Bombay the land becomes rolling and, apparently, lighter, and that its farmers are prosperous is evidenced by the appearance of their dwellings and the size of their barns. The village of Helen is reached after a run of 7 miles from Bombay, and is a pretty little place situated at the point where the Deer river enters the St Régis. It has a gristmill and other advantages and being now supplied with an outlet is certain to grow into a place of some importance. In summer it must be attractive. The St Régis, a river of considerable size, is spanned by an expensive wooden-truss bridge, the completion of which delayed the opening of the railway several months, and prevented the section between it and Massena from being properly ballasted, so that the train slackens its speed and the passengers are somewhat jolted. The country grows more rolling and is intersected with stony ridges, resembling Franklin in its aspect. The farmers, we were told, were doing well, relying almost solely on their dairies. When the Racket river is struck, the train runs a long distance on its southern bank and so close to the edge, that no other railway can ever possibly find room for its track. The Racket is fully larger than the Chateaugay at Huntingdon. Suddenly a big brick hotel, perched on a hill, comes in sight, and is followed by a glimpse of brightly painted buildings in the val-

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The rain having set in heavier than before, we were glad when the train started and the short interval of daylight showed a dreary expanse of barren country, sandy, swampy, and dotted with pine stumps and poplar thickets, which continued until Norwood was reached. Norwood used to be known as Potsdam Junction, and is a thriving and fast-growing village,

January 10
1889

HUNTINGDON.

—An arrangement has been completed with the Rome & Watertown company by which through passenger trains will begin to run on the 1st June. The ballasting of the line from Dundee to Dewittville will be set about as soon as the season permits.

MARCH 28 1889

UNITED STATES.

The Palladium reports everything connected with the new railway as going on prosperously. It states that since the 9th inst., a party of ten or a dozen surveyors has been at work daily locating the line, and it is expected that the number will be increased within a day or two. McClary & Paddock have been retained as attorneys by Mr Webb, and their instructions are to proceed at once upon notification by the engineers that any portion of the line is finally established to secure rights of way. Mr Roberts, the chief engineer, went to Saranac Lake on Saturday, accompanied by Albert Man, to look the country over and to gain an impression as to how near to that village it will be practicable to run the road. Climbing one of the mountains in Duane, a good view of the country was obtained, and Mr Roberts expressed the belief that upon reaching Ringville the worst part of the route from Malone would be passed. The survey starts from a point on the O. & L. C. R. R. a few rods east of the Williamson crossing, just outside of the village limits, and strikes through the pasture of D. D. Grinnell, cuts one corner of the hopyard of the late Dr Phillips and Col Jones, crosses the south road leading to Chateaugay just

April
23
1889

—The new train is to begin on Monday, leaving Bonaventure station early in the morning and connecting with the Rome & Watertown express for the West at Massena. The Montreal train will wait at Massena for the eastern express in the evening, when it will return to Montreal. The time-table will not be issued until tomorrow. It is expected the train will leave Montreal at 7.20 and arrive there at 10 p.m. It is hoped that a postal-car may be attached, which would give the district a morning-mail. It is not intended to change the time-table of the freight, beyond

April 25
1889

HUNTINGDON.

—The new train commenced on Monday and has run regularly since. It will take some time to establish through business, the route being new and unknown to the travelling public, but its merits will bring it forward. The company has done its part, the cars being new and elegant and the train run on time, making sure connection with the Rome & Watertown at Massena. Conductor McWilliams is in charge. We give the time-table for all three trains.

GOING WEST.

| Miles. | Mixed. | Thru. | Express. |
|-----------------------------|---------|---------|----------|
| | A.M. | A.M. | P.M. |
| Montreal..... | 5.05.. | 6.55.. | 5.45.. |
| 19½ St Constant..... | 6.30.. | .. | 4.32.. |
| 23 St Isidore Junction..... | 6.40.. | 7.45.. | 4.40.. |
| 27 St Isidore..... | 6.54.. | .. | 4.49.. |
| 27½ St Philomene..... | 6.57.. | .. | 4.51.. |
| 33½ Ste Martine..... | 7.17.. | 8.05.. | 5.03.. |
| 38½ Howick..... | 7.41.. | 8.15.. | 5.15.. |
| 43½ Bryson's..... | 8.09.. | .. | 5.25.. |
| 47½ Ormatown..... | 8.42.. | 8.32.. | 5.33.. |
| 52½ Dewittville..... | 9.06.. | .. | 5.45.. |
| 56½ Huntingdon..... | 9.25.. | 8.52.. | 5.55.. |
| 64½ White's..... | 10.00.. | .. | 6.12.. |
| 73½ Fort Covington..... | 11.00.. | 9.30.. | 6.35.. |
| 80 Bombay Junction..... | 11.20.. | 9.46.. | .. |
| 87½ Helena..... | 11.45.. | 10.06.. | .. |
| 96 Massena Springs..... | 12.15.. | 10.30.. | .. |

HEMMINGFORD BRANCH.

| | | |
|-----------------------------|----------|---------|
| | A.M. | P.M. |
| 23 St Isidore Junction..... | 8.30 .. | 4.45 .. |
| 29½ St Remi..... | 9.05 .. | 5.05 .. |
| 33½ St Michel..... | 9.25 .. | 5.16 .. |
| 36½ Sherrington..... | 9.46 .. | 5.25 .. |
| 39½ Barrington..... | 10.05 .. | 5.40 .. |
| 44½ Hemmingford..... | 10.30 .. | 5.52 .. |
| 47½ Province Line..... | .. | .. |
| 50½ Mooser's Junction Arr | .. | 6.10 .. |

BEAUHARNOIS BRANCH.

| | | |
|----------------------|---------|---------|
| | A.M. | P.M. |
| 33½ Ste Martine..... | 8.05 .. | 5.05 .. |
| 39½ Beauharnois..... | 8.22 .. | 5.25 .. |
| 47½ St Timothé..... | 8.46 .. | 5.38 .. |
| 52½ Valleyfield..... | 9.05 .. | 6.15 .. |

GOING EAST.

| | | | |
|--------------------------|----------|--------|----------|
| | Express. | Mixed. | Thru. |
| | A.M. | P.M. | P.M. |
| Massena Springs..... | .. | 1.00.. | 7.15 .. |
| Helena..... | .. | 1.30.. | 7.39 .. |
| Bombay Junction..... | .. | 1.55.. | 7.59 .. |
| Fort Covington..... | 6.00.. | 2.30.. | 8.15 .. |
| White's..... | 6.15.. | 3.07.. | .. |
| Huntingdon..... | 6.30.. | 3.35.. | 8.50 .. |
| Dewittville..... | 6.40.. | 3.51.. | .. |
| Ormatown..... | 6.48.. | 4.10.. | 9.08 .. |
| Bryson's..... | 6.55.. | 4.21.. | .. |
| Howick..... | 7.05.. | 4.34.. | 9.24 .. |
| Ste Martine..... | 7.17.. | 5.10.. | 9.34 .. |
| St Philomene..... | 7.30.. | 5.44.. | .. |
| St Isidore..... | 7.32.. | 5.48.. | .. |
| St Isidore Junction..... | 7.45.. | 6.10.. | .. |
| St Constant..... | 7.55.. | 6.29.. | .. |
| Montreal..... Arrive | 8.50.. | 7.55.. | 10.45 .. |

HEMMINGFORD BRANCH.

| | | |
|--------------------------|---------|---------|
| | A.M. | P.M. |
| Hemmingford..... Leave | 6.35 .. | 2.00 .. |
| Barrington..... | 6.47 .. | 2.23 .. |
| Sherrington..... | 6.55 .. | 2.41 .. |
| St Michel..... | 7.07 .. | 3.02 .. |
| St Remi..... | 7.18 .. | 3.24 .. |
| St Isidore Junction..... | 7.35 .. | 4.00 .. |

VALLEYFIELD BRANCH.

| | | | |
|------------------|---------|---------|---------|
| | A.M. | P.M. | P.M. |
| Valleyfield..... | 6.15 .. | 3.15 .. | 8.30 .. |
| St Timothé..... | 6.32 .. | 3.40 .. | 8.48 .. |
| Beauharnois..... | 6.57 .. | 4.10 .. | 9.12 .. |
| St Martine..... | 7.15 .. | 4.30 .. | 9.30 .. |

—The road leading to the station is having a new coating of metal laid upon it, and of the best kind, being of quarried limestone and broken by hand.

—The hames factory, belonging to the insolvent estate of Joseph Adams, has been sold to John Wilson of Montreal for \$300. We understand that Mr Wilson has rented the premises with water power and intends to give

MAY 2
1889

to go to Montreal for repairs. The owner of the sleigh turned up next day. He said, in crossing the track the runners got stuck, and, unable to move the load, he unhitched his team and went away to seek for help. In his absence, the train came along with the result narrated. The point of the incident remains untold—the habitant demands that the Grand Trunk pay him damages for running into his sleigh!

After some delay the train started, and, crossing the splendid bridge, went bowling over the fine plateau that lies between the Chateaugay and the St. Lawrence. For liberty to do so the Grand Trunk paid sweetly. Cautioned by what happened on the main line, the farmers stood out for the fair value of the land needed for right of way. There were law suits and protests and injunctions by the dozen. Mr. Brossoit managed most of them and met with unvarying success, and the result was that the price established was \$1 the running foot. That is, if the length of railway across a lot measured 600 feet the habitant got \$600; if 400 feet \$400, and so on. Compare this with the \$60 and \$75 per acre paid elsewhere. Several of the points raised by Mr. Brossoit as to the duties of arbitrators and right of railway companies to take possession, were new and redounded to his advantage.

Landing at the temporary station, the passengers hurried to the court house, for all were interested in the proceedings to take place there. Judge Belanger, having disposed of some motions, left the bench, and was succeeded by stipendiary magistrate Loupret, who had come from St. John's to conduct the examination of John Watson for stabbing Thos. Beattie preliminary to his committal for trial at next criminal term of the Court of Queen's Bench. When all was ready to begin Mr. Elliot, Q.C., rose and called his honor's attention to the fact that there was a chiel among them taking notes and having decided objections to his presence, and that said chiel be ordered to leave. His honor said the chiel represented the public and his presence was a guarantee that justice would be done. Mr. Elliot would not admit that; the evidence to be taken was ex parte and its publication would influence the minds of possible jurymen who might try his client, and he demanded that the Gleaner's editor be put out of the room. His honor looked up the law to find what power he possessed and seeing Mr. Seers, Crown prosecutor, had no objection to his doing so, finally concluded to grant the request, that the examination be conducted inquisitively. Thus prevented from doing what he had come to do, the writer left the court-house for the town and there met with courtesy and kindness everywhere he went. While Beauharnois is not the grain-buying centre it used to be and its position as the leading place of business in the district has been lost, it retains much of its former importance and gives proof of vitality in numerous new buildings, erected within the past three years. Having a mayor of pluck and push in the person of Mr. Brossoit, public improvements are to be looked for, and he is energetically exerting himself to induce Mr. Whitehead to go on with the erection of the proposed cotton-mill and to secure water-works. As regards the latter, a proposal is before the council to provide them in an untought-of manner. The tenderer says he has given several villages and towns ample water supply, the motive-power for the pumps being supplied by a windmill, supplemented by a steam-engine in the event of a prolonged calm. He states that, where a sufficiently large reservoir is provided, experience has shown that steam has not to be raised ten days in the year.

The most prominent of the new buildings is a massive brick edifice, 100x40 feet, erected by Kilgour & Wilson, and used by them as a furniture warehouse. All four flats are filled with the styles of furniture which they make a specialty of, namely, bed-room and dining-room. Although they do not profess to make anything above medium quality, they exhibit sideboards and bureaus that, in design and workmanship, take higher rank. Their factory is a busy scene, about 60 men being employed, and the lower flats filled

presided, is given up to the registry books of the county, and the signatory, with its power and influence, has melted into a dream. Time works its changes everywhere, but in Beauharnois a social revolution has been wrought in less than two decades. Crowds of respectable-looking people were hurrying to the Lenten service in the stately church on the hill as downward and over the great white expanse, framed by the town at my feet and by Isle Perrot beyond, the thought came, that just as the grateful rays of the first western sun were gently doing what no amount of fury and strength could effect, namely, dissolving the icy crust, and would, ere long, set the imprisoned waters in joyous dance, so the benign influences that stream from the Great Heart of the universe, in ways unknown to us and in spite of passing clouds and blasts was dissolving the barriers that keep man from man, and that the icy fetters of prejudices arising from race, and language, and creed would fall away, and we all will yet be one in His love and truth.

COURT OF QUEEN'S BENCH

MARCH 28
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he alluded to this reference to his home to say that in the park, named after his father, on the confines of Brome lake, he floated on every holiday from a prominent hill the American flag. The hill he had named Belknap, in honor of his mother, who was an American by birth, while upon another hill, named Queen Victoria, the British flag floated, and from a third the Canadian flag. Mr Foster paid a warm tribute to the friends in Northern New York who had assisted him in the enterprise and referred amid great applause to the encouragement and aid extended to him by Mr Joseph Hickson and Mr Wainwright of the Grand Trunk railway, whose popularity was attested by three rousing cheers for these gentlemen. General Dart, Rev Mr Muir, Dr Gillies, Col Patten, Captain Jacobs, Col McEachern and several others also spoke. The remainder of the afternoon was spent roaming through the town and inspecting its public works and hotels, until supper, which was had at White's hotel, the proprietor of which, Mr Danforth, doing all that lay in his power for the comfort and well-being of the party. Before the homeward journey began, at 7.15 p.m., more speeches were made at the station, where, notwithstanding that rain had begun to fall, many of the Massena Springs people had gathered to bid the party farewell. At Howick, at Fort Covington, in fact at every station homeward bound, the greatest enthusiasm was manifested, and at several places the train was not allowed to proceed until Judge Foster had made a speech, which he did from the rear platform of the train, and a reply had been made. The party arrived in Montreal at 10.45 p.m., charmed with the day's trip and convinced that there is a future for the section of country through which the road passes second to none in the country.

Viewed from a commercial standpoint the possibilities of the new road are almost illimitable. Pushing, as it does, right into the heart of the northern part of the empire state of the great republic, it makes connection with every line that is of any importance. The country which it taps is the great manufacturing, as well as agricultural section of the state, and the richest for its size and position in the United States. Direct connection is made with such cities as Utica, Syracuse, Rome, Ogdensburg, Buffalo, Watertown, Rochester and Oswego, a country hitherto without any direct communication with Montreal or Eastern Canada, the products of which, both of farm and factory, have hitherto found markets to the east only as far as Boston, and on the south at New York city. With Montreal within six or seven hours' ride of the furthest of the places enumerated, except Buffalo, consuming only half the time it took to go to New York, and a third, and in some instances only a quarter, of the time it took to go to Boston, the divergence of the trade of these cities Canada ward is inevitably only a question of a very short time. The railroad is one more link in the chain of communication with which Canada

THE NEW ROUTE.

On Friday (says the editor of the Montreal Gazette) the United States & Canada railroad, an extension of the Montreal & Champlain Junction railway from Fort Covington to Massena Springs, in New York state, was formally opened. Though in running order fully a month and in full connection with the Rome, Watertown & Ogdensburg railway at Massena Springs, giving a through and remarkably short line to all points in the interior, western and northern portions of New York state, this fact was not generally known. And it was with the object in view of heralding to the world another triumph in Canadian railroad enterprise and the opening up of a new country to our commerce that Judge S. W. Foster, president of the new railroad, invited a party of newspaper men and others to attend the formal opening of the road. The party left Bonaventure depot on Friday morning in the Massena Springs express and in 3 and a half hours thereafter were at the end of the line, 130 miles away, having ridden over one of the best of road beds, in the most comfortable of cars and through as fertile and beautiful a piece of country as can be found in Canada. The trip was a revelation to old Montrealers. Several Eastern Townships gentlemen in the party were surprised at the fertility of the land and the beauty of the farms, which attributes they had theretofore fondly supposed belonged exclusively in Quebec to the Townships. From the time the train left Brosseau's until it reached the end of the line, nothing but a succession of the most magnificent tracts of farming country lay on either hand. For miles and miles the farms lay fenced in, in such regular order and unbroken lines that they reminded one of so many billiard tables, so level were they and so green their covering. There were no patches of scrubby woods, and acres of stoney fields, and unproductive gullies, and clayey hills. Nothing but level fields of the richest

June 13
1889

Messrs Bisson, M.P.P., and Brandaud, of Beauharnois; Thos. Gebbie, of Howick; Rev Mr Lockhart, Col McEachern and Mr Phling, of Ormstown; Rev J. B. Muir, Lawyer Mitchell, Banker Robinson and Contractor Dinneen, of Huntingdon; J.Y. Cameron, D.E. Dinneen and Dr McPhee, directors of the United States and Canada railway; and Dr Gillies, of Fort Covington. All these gentlemen had been prominently identified in the success of the new railroad, and they all were enthusiastic concerning its possibilities and the benefits which it undoubtedly will bring to the section through which it runs. Arriving at Massena Springs at 10.30 a.m. the train was met by the mayor of the town, Mr Paddock, and Dr Stearns, a gentleman who has had no small share of the honor of building up the place, and General Dart, of Potsdam, N.Y., who, associated with Judge Foster in the early struggle of the enterprise, had now come to witness its final triumph. Besides these there was a large number of the prominent residents of the surrounding country present. Carriages were provided and the entire party were driven through Massena Springs and its outskirts. The neat iron bridges over the Raquette and Grass rivers were greatly admired, the handsome residences, tastefully surrounded by gardens, were commented upon, the cheese and butter factories inspected and the medicinal waters of the springs, pronounced by Dr Gillies the best of their kind in the state, tasted. Fully two hours were profitably and pleasantly spent in visiting places of interest in the place, and then the entire party were taken to the Hatfield house, where mine host Hatfield, in a style peculiarly his own, and famous in St Lawrence county, had provided a dinner that was done full justice to. Then Mayor Paddock felicitously welcomed the party, presented them with the freedom of the town, and thanked Judge Foster and the directors of the road in the name of the people of Massena Springs for the consummation of a project which, though long thought of by people, would never have been successfully carried out had it not been for Judge Foster's determination and the assistance, financial and otherwise, of his directors. Judge Foster made a desultory reply, and promised a development of that section of New York state which would astonish the natives and make them forever remember and thank Canada for having provided the means and energy which opened up their country by giving them adequate railroad facilities and competition with their neighbors and the rest of the state and Canada and the world. Col Patten, of Brome, in the course of an interesting speech, having referred to the beautiful residence of Judge Foster in Knowlton, and the wonder of his friends there that he had so much absented himself from it to promote a railway in a remote end of the province, when Mr Foster came to speak

conservative governments whom he (the Judge) had supported. After thanking Col Dart, Dr Gillies, Col McEachern, Mr Gebbie and others for their support and confidence, he concluded by stating that he would not stop there in his system, until he had crossed the Adirondacks and made railroad travel to New York 50 miles shorter than it is today by any road from Montreal.

June 13
 1889

— A wrecking-train passed up on Monday afternoon to put to rights a mishap caused to the locomotive of the mixed by the rickety turn-table at Fort Covington, which has cost the company more in accidents than would have bought two or three new ones.

August 8
1889

UNITED STATES.

Bombay, N. Y., August 13.—This is a red letter day for this flourishing town, which is filled with people, from Malone, Brushton, Moira, South Bombay, Fort Covington, Helena, Massena, and surrounding country. At 2 p.m., Judge Foster, president of the Saratoga and St Lawrence and United States and Canada railways, drove the last spike, which united these two roads. The new road is 9 miles long and forms a junction with the Ogdensburg & Lake Champlain line. The Central Vermont will operate it and will put on a train that will make connection between Malone and Montreal.

August 15
1889

A BEAUFORT BLAZE.

The most disastrous fire that has ever taken place in the county of Beaufort took place on Sunday morning. Shortly after 1 o'clock fire broke out in the bakery of Mr Normandin, baker, on Ellice street. The flames could not be put out, and quickly enveloped a group of buildings representing a whole square. The fire spread quickly. It was heart-rending to see the anguish of the mothers rushing out with their offspring in the grey light of the early morning. The fire arrangements are most primitive. They had a hand engine which would not or could not work. It was pumped for all it was worth, but no water could be got. Meanwhile the flames were spreading and a message was sent into Montreal asking for a fire engine. The message was received by Sub-Chief Jackson, who tried to see the Mayor and Acting-Mayor, but consulting his associate sub-chief, they decided to send out No 1 Merryweather with a reel and 1,000 feet of hose. Once the order was given, everyone was on the alert, and in a few minutes Guardian Nolan, of No 1 station, was on hand with his engine. It took some time to find the traffic manager of the Grand Trunk railway and then to get a flat car backed up to the cattle sheds at Point St Charles. But after some time this was done. The engine, reel, firemen and a Gazette reporter were safely embarked, when a staff was made, only to wait a good long time at the Point St Charles crossing for the fireman and engine driver, who were late, through none of their fault. The train left St Lambert at 8.15 o'clock with the line signalled clear and then a wild, mad ride commenced. On certain parts of the road where it had been newly ballasted slower speed was tried, but the "Little World" (No 78) took its best out of the "steel" and did credit to Engineer Machency. The time was the best on record, being under forty-five minutes from St Lambert, and at times over a mile a minute was made. The engine

September 19

1889

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The firemen, under command of Guardian Dubois, of No 4 station, did their duty well, and they were splendidly entertained by the proprietor of the Beauharnois hotel. Our firemen stood the heat well, and were the admiration of the populace. The smart manner in which the Merryweather extinguished a large smoldering blaze received the commendation of the council.

Messrs Normandin, Antoine Lefebvre, Hebert, Monteplit, Legault, J. Deslauriers, A. Deslauriers, Gendron, and about four others are the principal parties who have lost by the fire. The united loss will amount to about \$35,000, nearly all covered by more or less insurance. The windows of the City hall were badly scorched and it had a narrow escape from destruction. The largest loss will come on small proprietors, who are all burnt out. On the return journey to Montreal, a short way from St Martine, a bull had lain down to sleep, taking the rails for its pillow. The bull is there yet, but its head and body are on different sides of the track. A calf met the same fate.

September
19
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The changes are few and consist in better time being made on the Beauharnois branch and a shorter stay at Fort Covington of the mixed. The table is subjoined. The Massena express, for the first time, brought mail bags for the chief places along the line on Monday. The boon is much appreciated by business men.

RAILWAY TIME-TABLE. GOING WEST.

| Miles. | Mixed. | Thru. | Express |
|----------------------------|---------|------------|---------|
| | A.M. | A.M. | P.M. |
| Montreal..... | 5.05.. | 6.55.. | 3.45 |
| 19 1/4 St Constant..... | 6.30.. | .. | 4.32 |
| 23 St Isidore Junct. | 6.40.. | 7.15.. | 4.40 |
| 27 St Isidore..... | 6.51.. | .. | 4.49 |
| 27 3/4 St Philomene..... | 6.57.. | .. | 4.51 |
| 33 3/4 Ste Martine..... | 7.17.. | 8.05.. | 5.03 |
| 38 3/4 Howick..... | 7.41.. | 8.15.. | 5.15 |
| 43 3/4 Bryson's..... | 8.03.. | .. | 5.25 |
| 47 1/4 Ormstown..... | 8.42.. | 8.22.. | 5.33 |
| 52 1/4 Dewittville..... | 9.06.. | .. | 5.45 |
| 56 3/4 Huntingdon..... | 9.25.. | 8.52.. | 5.55 |
| 64 3/4 White's..... | 10.00.. | .. | 6.12 |
| 73 3/4 Fort Covington..... | 10.15.. | 9.30.. | 6.35 |
| 80 Bombay Junct..... | 11.20.. | 9.46.. | .. |
| 87 1/4 Helena..... | 11.45.. | 10.06.. | .. |
| 96 Massena Springs..... | 12.15.. | 10.30.. | .. |
| Utica..... | arrive | 10.10 p.m. | .. |
| Watertown..... | 2.50 | .. | .. |
| Rome..... | 9.43 | .. | .. |
| Syracuse..... | 5.35 | .. | .. |
| Oswego..... | 5.15 | .. | .. |
| Rochester..... | 8.45 | .. | .. |

HEMMINGFORD BRANCH.

| | | |
|--------------------------|---------|------|
| | A.M. | P.M. |
| 23 St Isidore.....Leave | 8.30.. | 4.45 |
| 30 St Remi..... | 9.05.. | 5.05 |
| 33 St Michel..... | 9.25.. | 5.16 |
| 37 Sherrington..... | 9.46.. | 5.29 |
| 40 Barrington..... | 10.05.. | 5.40 |
| 44 Hemmingford..... | 10.30.. | 5.52 |
| 47 Province Line..... | .. | .. |
| 50 Mooser's Junction Arr | .. | 6.10 |

BEAUHARNOIS BRANCH.

| | | |
|--------------------------|--------|------|
| | A.M. | P.M. |
| 34 Ste Martine.....Leave | 8.05.. | 5.05 |
| 40 Beauharnois..... | 8.17.. | 5.17 |
| 47 St Timoth ..... | 8.32.. | 5.32 |
| 53 Valleyfield..... | 8.45.. | 5.45 |

GOING EAST.

| | | | |
|-----------------------|----------|--------|-------|
| | Express. | Mixed. | Thru |
| | A.M. | P.M. | P.M. |
| Utica..... | .. | .. | 1.00 |
| Watertown..... | .. | .. | 4.00 |
| Massena Springs..... | .. | 1.00.. | 7.15 |
| Helena..... | .. | 1.30.. | 7.39 |
| Bombay Junction..... | .. | 1.55.. | 7.59 |
| Fort Covington..... | 6.00.. | 2.15.. | 8.15 |
| White's..... | 6.15.. | 3.07.. | .. |
| Huntingdon..... | 6.30.. | 3.35.. | 8.50 |
| Dewittville..... | 6.40.. | 3.51.. | .. |
| Ormstown..... | 6.48.. | 4.10.. | 9.08 |
| Bryson's..... | 6.55.. | 4.21.. | .. |
| Howick..... | 7.05.. | 4.34.. | 9.24 |
| Ste Martine..... | 7.17.. | 5.10.. | 9.34 |
| St Philomene..... | 7.30.. | 5.44.. | .. |
| St Isidore..... | 7.32.. | 5.48.. | .. |
| St Isidore Junction.. | 7.40.. | 6.10.. | .. |
| St Constant..... | 7.55.. | 6.29.. | .. |
| Montreal.....Arrive | 8.50.. | 7.55.. | 10.45 |

HEMMINGFORD BRANCH.

| | | |
|--------------------------|--------|------|
| | A.M. | P.M. |
| Hemmingford.....Leave | 6.35.. | 2.00 |
| Barrington..... | 6.47.. | 2.23 |
| Sherrington..... | 6.55.. | 2.41 |
| St Michel..... | 7.07.. | 3.02 |
| St Remi..... | 7.18.. | 3.24 |
| St Isidore Junction..... | 7.35.. | 4.00 |

VALLEYFIELD BRANCH.

| | | |
|-----------------------|--------|------|
| | P.M. | A.M. |
| Valleyfield.....Leave | 3.50.. | 6.35 |
| St Timothy..... | 4.02.. | 6.47 |
| Beauharnois..... | 4.18.. | 7.03 |
| Ste Martine..... | 4.30.. | 7.15 |

November 2/
1889

ALONG THE RAILS.

The work of track-laying on the A. & St. L. RR. goes forward steadily from Malone. The rails now reach to Ringville, or within about three miles of State Dam. The iron bridge to span the river at the latter point is already at Malone, and will be put in place as soon as the track reaches the dam. There will remain only four or five miles to the point where Brady Bros. are crowding the work of grading with an energy and rapidity that are probably unequalled anywhere else on the line. Their section covers about 16 miles, and they have something like a thousand men at work. Two locomotives and two steam shovels are employed, while a third shovel is on the way. They have also an electric light plant, and will work both night and day to finish their contract by the first of May.

Mention has already been made of the bridges on this line, which have no equals on any road in the world with a single exception. For the cattle passes and box culverts a like distinction is claimed. The masonry of these has been laid to endure for all time, but the noteworthy feature of their construction is that the opening is spanned by short lengths of old rails, cut to suit and laid close together at about sub grade. This makes a solid floor, on which the ballast is laid. A light parapet of masonry is erected across the floor of rails at each side of the track, so that the ballast can not spill. In this way a class of objectionable openings is done away with and the smoothness of the roadbed preserved.

Dr Webb and the engineers and officers of the road still predict the opening of the line for business on the first of June, but even if it should be delayed a month it will be in time to accommodate the summer rush to the Adirondacks.

Besides his hobby to make the A. & St. L. RR. the finest road in the world and its equipment more luxurious than anything ever known for regular, every-day service, Dr Webb has his heart set upon running the fastest trains in the world. He means that his through trains shall make the distance from Herkimer to Malone, 174 miles, in 174 minutes, and from Malone to Valleyfield, 39 miles, in 39 minutes, exclusive of stops. Of course, that speed will not be possible at once upon the opening of the road, but it will be attained as soon as the track will admit of it with safety if the best locomotives and a generous use of fuel can bring it about.—Palladium.

MARCH 31

1891

MALONE'S RAILROAD PROSPECTS.

PALLADIUM: The progress of events during the week has been so rapid, and the future of Malone so staked upon them, that we seem to have lived a year since Thursday last, and it is like compiling ancient history to make a full chronicle of the local railroad situation covering that time.

A telegram was received here on Wednesday evening, April 1st, that Dr Webb would be at Malone on Thursday, and that he would arrange for the construction at once of a railroad south from Malone through the Adirondacks to the New York Central. There had not been any premonition of this enterprise, and people at first regarded it as a piece of first of April foolery. But the dispatch proved to be genuine, and Thursday's train from the East brought Dr Webb, accompanied by E. J. Chamberlain, manager of the Canada Atlantic R.R. and one of the parties who have contracted to build the railroad this summer from Valleyfield to Malone. It then appeared that Dr Webb had tried to buy the Northern Adirondack R.R. from Mr Hurd, and, failing, it had been decided to build an independent line from the New York Central through the wilderness to Saranac Lake and extend the same from that point to Malone in order to here connect with the road to Valleyfield, and so give the Central a line of its own, about as straight as the crow flies, from New York city to Montreal.

Many of our citizens met Dr Webb during the time the train stopped at Malone, and it was arranged he should go on by rail to Paul Smith's, where M. S. Parmelee and W. E. Smallman would meet them with teams that night and bring him to Malone on Friday as nearly as practicable over the route of the proposed road.

On Friday morning Mr Parmelee telegraphed from Paul Smith's that Dr Webb would be at Malone that evening, prepared to make our people an extremely liberal proposition for the building of a railroad south from this village to a point between Herkimer and Schenectady, passing between Loon Lake and Menham and between the Saranacs—the line to Saranac Lake to be completed within four months. A public meeting was quickly called and though the roads were horrible and the nastiest of storms prevailed Malone Opera House was crowded at the hour appointed. Dr Webb and party appeared in due time, and in the briefest, directest way his offer was submitted. If Malone would contribute \$20,000, the road should be built as stated—only a decision must be reached at once, as he wished to put engineers at work on Monday and the contractors a week later. Not a dollar need be paid until the road should be finished through to Herkimer. Brief addresses were made by L. D. Kilburn, M. S. Parmelee, J. C. Saunders, M. B. McClary, H. H. Thompson and others, and the meeting adjourned with the resolution firmly fixed in every mind that the money must be raised and the road secured.

On Saturday subscription papers were prepared and the work of canvassing begun. The responses were almost uniformly generous. Nearly every one had given to the Valleyfield road the last dollar that she felt she could afford, and yet there were few who did not duplicate that subscription. Before work ceased for the night over \$18,000 had been collected.

April 9
1891

THE acquiring by the New York Central of the Rome & Watertown roads necessitated a new arrangement with the C. P. R. and it is now announced that a satisfactory contract has been signed, by which the Central receives all freight for New York at Ogdensburg and Clayton. The substitution of the Central for the Rome & Watertown increases the probability of the link from Massena to Caughnawaga being built, as it would give the Central a more direct outlet to Montreal than it has at present. It was the N. Y. Central that, 12 years ago, through Mr Phelps, offered to build a line from Potsdam to Montreal without cost to the municipalities, and the government refused them a charter.

April 2

1891

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Meanwhile telegrams were being exchanged between Dr Webb and the local committee. Dr Webb renewed and emphasized his offer, and on Monday, in reply to a dispatch from Mr Parmelee, telling him that if he would wire the assurance that provided \$30,000 is raised before April 11th, to be deposited in Malone banks subject to his order on the completion of the road, he would build the road south from Malone, running between the Saranac Lakes to Herkimer, or some point east on the New York Central, within four months, and the entire line within two years, we could probably raise the money, he telegraphed: "Provided \$30,000 is raised as you suggest, I agree to all other terms of your telegram."

That covers the whole case to the present hour.

No doubt is felt that we shall be ready with the bonus by the date named. Surveyors are already here, looking over the lay of the land, and getting ready to run a transit line next week. The promise is that the moment the surveyors can locate the route, contractors with hundreds of men will be sent here, and the work of construction begun.

April 9

1891

east of the old Pritchard blacksmith shop, runs through the lot where the Andrus woods used to be, and follows that height of land along southward, a few rods west from the highway, across the farms of N. W. Porter, Wade Smith and W. E. Smallman, and so on toward Teboville and Ringville. The stakes are set perhaps three-quarters of a mile to the east of Whippleville. The grade is about 70 feet to the mile. The first part of the line is now being located ready for grading, and it is expected that ground will be broken before another week passes. Every indication seems to justify the belief that Dr Webb is acting in good faith and that the building of the road is a certainty. There are a hundred details that might be mentioned in confirmation of this view, and not a single fact is known that occasions disbelief or doubt. The corporation of which Dr Webb is the representative in this enterprise is styled the Mohawk Valley and Northern Railway Co., and among others associated with him in it are Frederick Vanderbilt and Chauncey M. Depew. The company was formed months ago, and had completed much of its preliminary work long before Malone ever knew of its existence. Quite probably this organization will absorb the Adirondack and Valleyfield R. R. Co. or consolidate with it, succeeding to all the latter's interests and charter privileges. The Valleyfield road is to come into Malone at the same point on the O. & L. C. R. R. that Dr Webb's road starts, and the two would form a direct through line from the New York Central to the St. Lawrence River. The engineers are now making the final survey for the Valleyfield road, and are expected to reach Malone this week. The beginning of work upon construction will speedily follow.

The Gazette says that on the afternoon of the 15th, as the local passenger train from the west reached the freight depot at Malone two boys, George Barton and Fred Stacy, aged 12 and 10 years, sons of Freeman Barton and George Stacy, who reside in this Malone, stepped from the switch engine on which they were riding upon the track directly in front of the incoming train. They were both struck by the engine and George Barton was almost instantly killed, receiving a fearful gash just over the left eye. His companion, Stacy, was picked up unconscious, and though no bones were broken, is severely injured and bruised. He was taken to his home while the body of his young friend was removed to the freight depot until the sad news could be taken to his heart-broken parents. So much for stealing rides.

A petition asking for equal suffrage for women and signed by over 15,000 citizens from all parts of the state, has been presented in the senate of California.

Green Castle, Ind., April 20.—A strange sight was seen here last evening. A loud rattling sound was heard and heavy black clouds were observed passing over the city. Upon close observation it was found that the clouds were composed of millions of bugs about one inch in size. They passed from east to the west and the noise of their combined bodies could be heard for a long distance.

Cincinnati, April 21.—The discontent of the Kentucky Union railroad employees, who have it is said been unable to get their pay for some time, has culminated in a serious act of destruction. Capital em-

ployees of the road and townsmen were and McClary & Paddock are crowding the work of securing the right of way. The advance party of the surveyors have moved their headquarters from this village to Alvin Averill's, about 9 miles south, and are for the present boarding there. A carload of ties for the new road came last week, and there are 25 or 30 more at Norwood. The engineers here, not being ready to receive and handle them as yet, telegraphed the request that further shipment be delayed.

John W. Westbrook, of New York city, has taken the contract to build the road and he has already let sub-contracts for the construction of the southern end. He adds that within a few days he will let sub-contracts for building 40 miles from Malone to Paul Smith's. The track will be laid with 75 pound rails, indicating expectation that a large business will pass over it. The rails on the O. & L. C. R. R. weigh 56 pounds to the yard.

Mr Smallman received a letter on Tuesday from E. J. Chamberlain, of Ottawa, saying that he had executed a contract with Mr Maze and Mr Howard, of Montreal, to build the St. Lawrence and Adirondack R. R. (This is the Valleyfield line.) Mr Chamberlain adds this will necessitate the completing at once of the purchase of right of way, and asks Mr Smallman to hold himself in instant readiness to engage in it and rush it through.

On Tuesday a company was organized here under the name of the Saratoga & St. Lawrence Extension to build from the termination of the line at Bombay to Hogsburgh, and continuing from there to the St. Lawrence river at the international boundary, at the Indian village of Sellegie. The distance is 8 miles, over a flat country, and the capital of the company is \$80,000, with E. G. Reynolds president, O. S. Lawrence treasurer, and Thos. Cantwell secretary. — Palladium.

ST. LOUIS SPRING SHOW.

The Beauharnois Agricultural Society, following the example of other counties, held a Spring Show on their grounds at St. Louis de Gonzague on Tuesday. The day was all that could be desired, but the roads being almost impassable were the cause of a meagre attendance of spectators and exhibitors. There were a few horse traders looking for a swap, and a limited number of horse buyers trying to purchase at about half price; result, none sold.

Homer Laberge was the principal exhibitor. His two imported Clydesdales, Springfield (3314) and Mackelvie (7019), presented a fine appearance and are both magnificent animals. His thoroughbred carriage stallion, Smithwood (5130) was the centre of attraction. His easy graceful movements and proud carriage looked a little like the heavier-footed equines in daily.

In grade stallions, Eugene McGee's young Glenyon showed that he would be a bar horse to beat and a boy's name. Forty-one horse weighing over 1500 he has a man's action with a wealth of bone and hair.

Mr Lafontaine had a massive animal by Sir Colin and Bessie Traders had a short-legged black horse with a standard and half by Oliver (4205). He is still in the. He took first prize last fall as a yearling and is a very promising animal. The society's two stallions look well.

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Albany, N.Y., May 28.—The commissioners of the land office met today to consider the application of the Adirondack and St Lawrence Railroad company for a grant of about thirteen miles of state land in Franklin county, 100 feet in width, for the purpose of its roadway. The attorney-general read his opinion on the application, holding that the land board had no authority to grant the application. In executive session by a unanimous vote the commissioners of the land office sustained the opinion of Attorney-General Tabor, holding that the board has no jurisdiction over the lands wanted by the road for its route from Herkimer to Malone.

The promoters of the railway, while acknowledging this decision is going to cause delay and needless expenditure, consider it will not stop the undertaking. The state lands which the line would cross are only about a dozen miles wide. In the Dominion, once a railway company is granted an act of incorporation, it can expropriate all lands, public or private, necessary, and that, we presume, is the spirit of the N.Y. State statute. To say the State should authorize the construction of a railway through the Adirondacks and then bar its being built, is against sense and equity. If the State was opposed to building such a railway, it ought to have refused to give it a charter. Having given permission and power to build the State surely cannot refuse to implement what it deliberately agreed to.

June 4
1891

—The work begun two years ago of giving the track a lift on the Grand Trunk, is about to be resumed and continued eastward from Whites, perhaps as far as Brysons. The additional ballast is much needed. About 500 new ties to the mile have been put in along the line. The gang employed on the gravel train are to be boarded here.

—To accommodate through freight, on Mondays and Tuesdays the freight train stays at Massena until the evening, the morning-express on those days taking the way-freight down.

—Steady progress continues to be made in building the St Lawrence & Adirondack railway. Gangs are now employed at short intervals between St Stanislas and Malone, and by the end of next week there will be a thousand men at work. From the boundary-line at Elgin to John Todd's, Godmanchester, the dump may now be traced. At the cuttings men are now busy. That in Elgin, behind Jas. Wilson's, and several in New Ireland, are going to take time, being stony ridges varying from 6 to 15 feet high. The fencing of the parts of the line on which the dump is finished is in progress and Mr Sims, who has the contract for the bridges, is busy arranging for stone and other material.

June 4

1891

From the fact that gangs of men are now engaged in making the railway track on the line by John Cairns' buildings, it is concluded that the company has decided not to accommodate Athelstan. Why this is so we cannot say; the circumstances that led to the decision will yet appear; and we can only express our deep regret at the action of the company. A station at the black bridge would have been of benefit to Athelstan and the country behind it; a station at Mr. Cairns' will be none, for it will be more convenient to drive to Huntingdon. It looks as if the road is going to be of very little local benefit.

June 4

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THE A. & ST. L. RR.

THE Utica Press reports the arrival in that city of a number of new cars for the A. & St. L. RR. They are of the finest finish and equipped with the most approved couplers and air brakes. On each car appears the mark or symbol of the line, consisting of a fleur-de-lis. The letters "A. & St. L." are painted at the points of the leaves, and on a bar crossing the stems is the word "Ne-ha-sa-ne." All of the cars of the company, the stationery used by it and its advertisements will bear this mark. The equipment of the road as contracted for six weeks or more ago includes 12 locomotives—four to be delivered in June and eight in July; ten day coaches to be finished in June; two baggage cars and a wreck car; and 250 freight cars to be delivered between May and August. Some of the locomotives are already finished, and one of them passed through Malone last week, hauling Dr Webb's private car to Tupper Lake, and again Tuesday, pulling the regular mail train. It is given this service to "limber it up." Though very plain, this locomotive is a handsome piece of machinery of great power, and confirms the claim that the outfit of the new road is to be as excellent and elegant as any road in the world possesses.

President Van Horne, of the Canadian Pacific, in conversation at Montreal last week with a gentleman, who, though not a resident of Malone, feels a warm interest in the place, said that the line which Dr Webb is building from Herkimer to the St Lawrence is bound to be a great road, and expressed the opinion that it must give a big boom to Malone. That is the way we all feel here, and yet the contractors on the line and other outsiders who have studied the enterprise all seem to think that we do not half realize the benefits we shall derive from it and the growth it is sure to foster. At Tupper Lake about three miles of track for the A. & L. RR. is already laid, and work on the line from there to Paul Smith's is so far advanced at different points that there is ground for believing that that section of the road will be finished within a very few weeks. There is constant drive and rush to crowd it forward, and all who have visited the locality are impressed by the energy and progress apparent.

In the immediate vicinity of Malone steady advance is made. The contractors are working as many men and teams as

and earnest sympathy is felt for the people of that town in their disappointment, but if the A. & St. L. RR. can be carried south via Wolf Pond, Loon Lake and Rainbow, it will give us a connection with a more populous territory than that along the old route, and at the same time it will in a measure lessen the closeness of the relations of Plattsburgh to the southern part of the county. It will give us direct connection with Vermontville and Bloomingdale, two thriving villages, which we could not have by following the Duane route. In a word, the change takes next to nothing from us, while it does add many benefits.

From the engineers' standpoint, the new project is believed to be very advantageous. It does not increase the distance to Paul Smith's, and it saves some very expensive cuttings and bridges. It will also permit a much earlier completion of the road, and it will avoid all contention with the State regarding the crossing of State lands.—Palladium.

July
2
1891

who are working north the Canadian line south to meet Mr Lally, are making encouraging progress, and there is no doubt that this section of eleven miles will be finished and ready for trains by the first of September.

On the line south from Malone all of the contractors for eleven miles out are making reasonable progress. Beyond that point work has been discontinued—orders to that effect having been issued by Dr Webb on Friday last. The report at once became current that the A. & St. L. RR. Co. had bought the narrow gauge Chateaugay Railroad from Wolf Pond to Saranac Lake, a distance of 25 miles, and would convert it to standard gauge, and thus run its line from Malone to the southern part of the county six or eight miles to the east of the route heretofore laid out. No one at Malone seems to know authoritatively what the facts are, however, but the opinion is now generally held that the purchase in question has not yet been made, but only that an option upon the property has been obtained. Surveyors have been at work since Monday morning running a line from Ringville, 11 miles south of Malone, to Wolf Pond, on the Chateaugay Railroad, a distance of about eight or nine miles, and it is believed that if they find the route favorable the A. & St. L. RR. Co. will at once buy this narrow gauge line from Wolf Pond through to its terminus at Saranac Lake. In that event, the probabilities all are that instead of the new road running through Duane, curving westward from Ringville, it will continue on in almost an air-line to Wolf Pond, and thence, also without any material deflection, straight south through Belmont and Franklin to a point nearly east of Paul Smith's, whence it would trend westward and join the main line now building from Herkimer, past Tupper's Lake. The Chateaugay Railroad would be changed to standard gauge and become a part of the line, and its southern portion would be a spur reaching into the village of Saranac Lake. From Wolf Pond east to Plattsburgh the Chateaugay RR. would remain in its present ownership and continue a narrow gauge line. It is expected that it will be decided today whether this change will be made, and that the contractors will then be started immediately upon their work again, either on the new route or back on the old one.

Malone receives the change of plan with almost universal approval. Of course, we would all like closer relation with Duane,

July 2

1891

UNITED STATES.

Chateaugay Record: One of our enterprising citizens lost his wife a week ago, and believing it is not good to live alone, took unto himself another Monday night. He evidently believes in rapid transit.

Engineers and contractors alike agree that they never saw quite such a stretch of railroad route as that which Dorwin & Co's contract covers. It begins five miles south of Malone and extends through a forest along the side of the high ridge that rises from the east bank of the Salmon. Geologists estimate that all this country was once covered 1200 feet deep with ice, and the point in question is evidently a part of a morain. Unless one has actually seen it, it is impossible to comprehend what the surface is. For over a mile boulders cover the ground almost completely. The roughest river bottom in the country is not more thickly strewn with rocks. It would be easily possible, by picking one's step, to walk the entire mile without once setting foot on the ground. The boulders range in size from perhaps a foot square to great rocks measuring 20 cubic yards. For nearly the entire distance the grade is such that the work consists of cuts. The fills are few and shallow. Thos. E. Kenting is the walking boss, and he tells us that he is now working 70 hammers. Two blacksmiths are kept constantly busy sharpening the drills. Over a thousand holes are already drilled, ready for blasting. Some of these are two inches in diameter and four feet deep. Over six tons of dynamite are in store near by to be used in rending these rocks. Preparations are now making to lay track along a portion of the route, after which derricks will be rigged and the rocks loaded on cars and hauled out of the way. The work seems a gigantic one, and the mile of road must be a very expensive one. The formation is so remarkable that any one who will be at the trouble to walk over the line will be amply compensated for his time and efforts.—Palladium.

Captain William A. Andrews, who has just started from the Massachusetts coast in a boat fifteen feet long to race with

July 16
1891

UNITED STATES.

Palladium: It is now decisively determined that the A. & L. RR. will not follow the route originally surveyed for it, trending west of south from Ringville into and through Duane, between Loon Lake and Lake Meacham, but will go straight south from Ringville to Wolf Pond, where it will strike the Chateaugay railroad. Orders have been issued to that effect, and we suppose that work will be begun on the new route as soon as the contract covering it can be negotiated.

July 16
1891

—On Friday Mr Watson, of the old firm of Brown & Watson, was in the village. Long ago no firm of contractors was better known, among their undertakings being the building of the Valleyfield dam, the grading of the Lachine railway, and the building of 2 of the piers of the Victoria bridge. The Beauharnois court-house was finished by them. Mr Watson said the ties on the Lachine railway were laid on pieces of plank. His biggest undertaking he reckons the reclaiming of the lake front at Cleveland. He is 82 years of age, resides in Chicago and is lively as a cricket. He was in charge of that other fine old boy, Mr John Symons, who, though many years his senior, is even more hale. A relation of Wm. Dunlop, Mr Watson spent part of his early life in the neighborhood of Rockburn and was with Captain Steel's company during the troubles of 1837-8.

—A sharp earthquake shock was felt in this neighborhood on Monday morning, at 6.33. There was no preliminary rumble, as generally happens, and the shock was like that resulting from an upward blow. The noise died away to the north-east.

—The contractors expect to begin laying the iron on the new railway on Monday, starting at Valleyfield and working south. The track from there to the boundary, with the exceptions of a few cuts in New Ireland and Elgin, is all ready. Work on the Trout river bridge abutments is proceeding slowly.

July 23.
1891

—On Saturday the construction train of the St Lawrence and Adirondack railway entered the village limits and by 6 o'clock had extended the track nearly to Dalhousie street. On Monday work was resumed and in a short time the Grand Trunk track was reached, when a halt had to be cried. The order had been obtained from the government to cross the Grand Trunk but the work of putting in the diamond pertains to that company, and it would not promise to do so until Sunday. The construction-train, minus 3 cars laden with rails which it left, made its way back to Valleyfield, and track-laying has thus been suspended for a week. The expectation is that the train can cross the Grand Trunk track Monday morning, and will continue its work without further interruption. The temporary bridge across Trout river is now ready. In the Wilson cut more rock has been encountered, and its completion thereby delayed. It is confidently expected to be ready in time for the track-layers. On the American side work is still going on at several cuts and there is the big bridge across the Trout river in Constable to complete. It will be nearly 800 feet long. Unlike the bridges in Canada, it is to be a wooden one, and will take 300 M of lumber. The prospect of the road being opened from here to Malone in time for the fair at the latter place is, consequently, rather dim, though it may be and we trust will. There is, however, nothing to prevent the company running a train from Valleyfield to here for the Huntingdon fair. The ballast for that section is to be taken from a pit bought from Mr Welch in New Ireland. The rails that are being laid down are the heaviest of any on any road in Canada being 72lb to the yard. Those on the Grand Trunk are 56lb. The fish-plates are still more heavy, being 80lb the pair. They are double the usual length and wider, and so shaped as to clasp the rails and make their junction perfectly rigid. The road is being built with a view to heavy traffic.

August 20
1891

CANADA.

Ottawa, August 12.—At ten minutes past six this morning a 70 ton locomotive, with tender and one freight car, plunged into the Rideau canal on account of the Canada Atlantic railway swing bridge, near Elgin street depot, having just been opened for a passing tug. The usual morning way freight train for Coteau Junction was being made up, and the engine, with four cars attached, was on the siding in the yard. Michael Gaffney, the engine driver, was in the office receiving his orders, and Joseph Cote, thinking Gaffney was at his lever, told the brakemen to signal to him to shunt engine and cars to the main line. Fireman Page was in the engineer's cab, and when the brakeman signalled he ran the engine on the main track and towards the swing bridge. In the meantime the tug Minnie Bell had whistled for passage through the draw, and the switchman, Wallace, turned the semaphore and swung the bridge open. Page was not aware of the danger until too late. When he saw that the bridge was open he reversed his engine, but a moment later he plunged headlong into the canal. The tender followed, and after that the first freight car, which, however, when it was half over broke in two, one half remaining on the bridge, the other going into the canal. The tug Minnie Bell swung aside just in time to escape. No person was injured by the accident. Fireman Page jumped clear of the falling engine, and swam to shore. Superintendent Donaldson lays the whole blame of the accident on him. He should not have moved his engine. The accident will cost the company about \$2000, the larger part of which sum will be expended in raising the engine, which is not seriously damaged. The bridge was not damaged in the slightest, and the traffic of the road was not at all obstructed.

August 20
1891

—The first accident of serious moment to the gravel train happened on Monday night. The engine, in making up a train, had hauled a number of loaded cars from the gravel-pit on to the Grand Trunk track at the west end and left them, while it went back to replace them in the siding by empties. Some time after a locomotive came along from Huntingdon when, on approaching the pit a violent collision took place, battering the locomotive and smashing 2 or 3 flat cars. The brakes of the cars left on the Grand Trunk track had become loose, allowing the cars to run east. The night being densely dark, the locomotive driver did not see that the cars had moved. It is alleged the brakes had been unloosed maliciously, but that is improbable. They likely had not been locked properly. Fortunately nobody was hurt, but the fireman will never have a closer call. The track was not cleared in time for the morning-express, which was delayed an hour. Good progress has been made during the past 7 days in ballasting, and the gang are now at work close to the St Louis river. Should all go well, the road will be completed to Valleyfield some time next week, when the force will be directed to finishing the line between the frontier and Malone. Owing to the nature of the ground, where the track crosses black muck bogs, there are sections that have taken a great deal of gravel, two feet and more. The iron superstructure of the St Louis bridge was completed on Friday and men are now putting that of the Trout river bridge in place. Mr Adams is pushing the abutments of the Oak creek bridges with all possible speed. Le Progres praises the station at St Louis. It is the same size as the Huntingdon station, but much better built.

—The new station-master, M. McCullough, is now in charge. Mr Cassidy's departure is regretted.

October
29
1891

—Railway construction has been pushed with vigor since our last. On Saturday the train reached Wilson's cut, and found work still going on. The men were kept busy all Sunday and on Monday afternoon this difficult bit of grading was completed. The cut is 2000 feet long and the difficulty lay, not in its depth, which does not average 5 feet, but in the character of the boulders with which the ridge was found to be filled, too large to hoist out yet so seamy that they were troublesome to blast. The cut is reported to have cost the company \$5000. On Tuesday morning the construction train resumed work and last evening, when the men rested for the day, the track was across Mrs Hunter's farm, and today will see it across the boundary-line. Work will be continued to the Trout river, where the gang now laying track from Malone is likely to be met. Fair progress is being made on the bridge. The ballast trains have not been started, but may be any day. It is expected pits will be opened both on Gilmore's and Walsh's, and the work rushed. South of Malone large bodies of laborers are engaged and it is expected the road will be opened to Wolf Pond, 18 miles from Malone, before winter. There are also strong gangs at the extreme end of the road, working northward from Herkimer.

September 3
1891

HUNTINGDON.

—The track-layers are now within sight of the trestle-bridge in Constable, N.Y., and will finish their task today. Work has been begun to open the gravel-pit at McCarty's, on the province-line, and the ballast-train may start this week; will certainly do so on Monday. Archd. Adams is busy at the piers of the bridge across the St Louis, which will be of 40 feet span. He finishes this week, when he takes next the abutments of the Trout river bridge, to be followed by those of Oak creek. The construction of the station at John Cairns, sarcastically called by the company the Athelstan station, is fairly under way.

September 10

1891

—On Thursday Mr Chamberlin was in the village, his main business to decide as to how secure gravel for ballasting the St L. & A. RR. A pit was purchased from James McArthur, in rear of Helena, and arrangements made for passage over the Grand Trunk. To connect the two lines a Y is being put in. It is expected hauling from the new pit will begin in a few days. Walter Gomery has been appointed station-master for here. There will be nothing done in the way of his proper duties for some time, but his services are required to attend the telegraph, the line having been strung 10 days ago. The excursion to Ottawa on Thursday, the first use of the road for business, was well patronized, over 200 tickets being sold here. When the train reached Ottawa, it was composed of 13 cars. The return journey was slow, there being long stoppages, so that it was after midnight when it reached Huntingdon. On Saturday a passenger-car conveyed the lacrosse club's friends from Valleyfield and we hear freight cars have been furnished grain buyers at St Stanislas. The fencing is now being completed. It comprises 5 strands of barb wire and a six-inch board, nailed below the top strand. It is a strong and close fence. The gates are of a patent kind, and it remains to be seen how they will answer. Instead of pits as cattle guards at crossings, a new device is to be used that is considered much

October 8,
1891

HUNTINGDON.

— Geo. Cornwall & Co. have shipped 21 organs to Great Britain, the result of Mr Boyd's visit. It is hoped a trade will be established that will increase the output of the factory, large as it is.

— Henry Stone has been permanently appointed as conductor on the morning and evening train and takes up his abode at Fort Covington. Mr McCullough is to be transferred from charge of the Hemmingford station to that at Huntingdon. He enters on his new duty at the beginning of November.

— The use of sand as ballast has been abandoned on the new railway and the gang at work on the Elgin frontier transferred to the new pit on James McArthur's lot, where a fine quality of gravel is being obtained. The work is carried on day and night by two shifts of men, and the whistling of the ballast-trains is incessant. Wells lights, an English patent for gas made from coal oil, and little inferior to electricity, is used at night. Mr Adams expects to finish the Trout river bridge abutments next week. The masonry is of a massive description.

October 15
1891

—The work of ballasting the new railway is being pushed to the utmost, and when everything is favorable a mile can be done in the 24 hours, but there are many stoppages and hindrances. The line is fairly done from the frontier to the New Ireland road, leaving at least 6 miles to complete, while the track on the American side is practically untouched. The Palladium says the road will be open for business about the 5th November. It may be content if it is by Christmas. There are 150 men in the gravel-pit at Macarthur's and 70 on the track, and the work is carried on day and night. On Saturday there was a strike at the pit for better terms, particularly double pay for Sunday work, but it fell through, and the leaders were discharged. The wages paid is \$1.25 for day and \$1.50 for night work, with the option of filling the cars by the job, which gives more. The abutments of the Trout river bridge are completed and the centre-pier will be also in a day or so. It is half expected that the iron superstructure may be put in place on Sunday. Mr Adams moves to build the abutments for the Oak creek bridge.

October 22

1891

Palladium: An accident occurred on Saturday on Donahue's work on the A. & St. L. RR, about 4 miles south of Malone, which cost one man his life, and another was very seriously, if not fatally, hurt. Harry White, of Whippleville, was charging a blast, and used an iron bar in driving home the dynamite cartridge. He had been repeatedly cautioned to use a stick instead, and his disregard of orders led to his death. The cartridge was exploded, and he was hurled to a distance of over 40 feet. He lived for two or three hours. Mr. White was about 40 years of age, and had resided at Whippleville for 5 or 6 years. He leaves a wife and two children. An Italian working with him was so severely injured that his chance for recovery is only about an even one.

October 29

1891

—The weather of the past seven days could not have been more favorable for the work on the new railway. Between the 150 men employed and the steam-shovel at the McArthur pit, there have been days when 200 cars of gravel have been taken out. There are about 4 miles, between the St Louis river and Valleyfield, yet to do. The gang ballasting the section between Malone and the bridge across the little Trout river expect to finish this week, when they will be transferred to the McCaffrey pit and sand taken out to finish the track on the north side of the bridge, which is now nearing completion. From its height and length it has been a serious undertaking. The iron bridge across Trout river is completed and the three that span Oak creek at as many different points will soon be out of Mr Adams' hands, for he is rushing the work.

November 5
1891

—The continued mild weather has enabled the contractors to carry on the work of filling along the line south of the frontier, and more has been done than was anticipated. The roadbed on the U.S. side is now perfectly safe for traffic. On Tuesday the locomotive designed to operate the road went round to Malone but the passenger and other cars had not arrived from New York. The day of opening has not been fixed, and is not likely to be before the 21st.

—The sugar-house belonging to David Pringle, Trout river, was burned this morning (Thursday). It is supposed someone slept in it last night, as at 3 o'clock this morning there were no signs of fire and at five it was in flames.

—At the regular communication of Chateaugay lodge, F. & A. M., on Tuesday evening, the following officers were elected for the ensuing year:

W. Master—Archd. Adams

Senior Warden—John A. Hunter

Junior " —Dr Monk

Chaplain—Rev J. B. Muir

Secretary—J. C. Bruce

Treasurer—Alex. McNaughton.

—The county council met yesterday, all present except Coun Gavin; Warden J. D. MacDonald presiding. The business was amending a proces verbal to which there was no opposition, and passing a few accounts.

December

10

1891

opened for traffic. There was no celebration, and the road was opened as unostentatiously as it was built. Prompt on time the train appeared, consisting of a locomotive, a combined baggage and smoking car, and a first-class car. All are new and have the latest improvements. The locomotive is a splendid one, double the size of the ordinary way-farer, and has a characteristic whistle, the sound of which more resembles a horn. There were several passengers, who spoke highly of the smoothness of the road-bed. It took on a few passengers from here and then sped on its way. There are two trains each way every week day—an express and a mixed. The work is done by the same crew, the locomotive making the 4 trips with ease. Starting from Malone in the morning at 8.10 it arrives at Coteau at 9.55, where the first-class car is coupled to the Canada Atlantic's Ottawa and Montreal express and reaches the city at 11.35. This week passengers have to change cars at Coteau, but next week there will be sufficient cars to obviate that, and first class passengers will make the run from Malone to Montreal without leaving their seats. The station here is kept by H. J. Scriver, and to say that he has made it a model of neatness and comfort is mild praise. On Tuesday when Mr Chamberlin passed on a trip of inspection, he brought out the entire party of ladies and gentlemen to see how a station ought to be kept. The following is the time-table:

GOING WEST.

| | Mixed. | Express. |
|---------------------------|--------|-----------|
| Montreal..... | 9 a.m. | 6.15 p.m. |
| Coteau..... | 10.35 | 7.25 |
| Valleyfield..... | 10.55 | 7.40 |
| Beauharnois Junction..... | 11.03 | 7.45 |
| St Stanislas..... | 11.20 | 7.58 |
| Huntingdon..... | 11.42 | 8.15 |
| Athelstan..... | 11.55 | 8.25 |
| Constable..... | 12.25 | 8.45 |
| Malone..... | 12.48 | 9.00 |

GOING EAST.

| Miles. | Express. | Mixed. |
|------------------------|-----------|-----------|
| Malone..... | 8.10 a.m. | 4.40 p.m. |
| 7½ Constable..... | 8.28 | 5.00 |
| 15 Athelstan..... | 8.52 | 5.30 |
| 19 Huntingdon..... | 9.00 | 5.42 |
| 20 St Stanislas..... | 9.20 | 6.03 |
| 31½ Beauharnois J..... | 9.35 | 6.20 |
| 34 Valleyfield..... | 9.40 | 6.30 |
| 40 Coteau..... | 9.55 | 6.50 |
| 79 Montreal..... | 11.35 | 8.30 |

There is little difference between the length of the new route to Montreal with that of the Grand Trunk, which is 57 miles from Huntingdon as against 59. The morning train from here makes close connection at Coteau with the Grand Trunk train going west, so that Huntingdon is now conveniently situated as regards Lancaster, Cornwall, and all other points west. All trains connect with the Canada Atlantic for Ottawa. Leaving Huntingdon at 9 a.m. Ottawa is reached at 12.30 p.m., or leaving in the afternoon at 5.42 Ottawa is reached at 9.45. It will thus be seen that the new road places this section of the county in close proximity with all points east, west, and north. The same is true of the south, for trains can be taken at Malone for New York and Boston or for points west. The following is a table of the fares, which are the same as those of the Grand Trunk. Freight will be charged the same also, so that beyond the advantages of route and hours there will be no competition between the two lines:

| | 1st Class. | 2nd. | Return 1st. | Return 2nd. |
|--------------------|------------|--------|-------------|-------------|
| Malone to Montreal | \$2.20 | \$1.75 | \$3.70 | |
| Constable " | 1.95 | 1.45 | 3.30 | |
| Athelstan " | 1.70 | 1.25 | 2.95 | \$2.20 |
| Huntingdon " | 1.55 | 1.15 | 2.60 | 1.95 |
| St Stanislas " | 1.55 | 1.15 | 2.60 | 1.95 |

LOCAL FARES FROM HUNTINGDON.

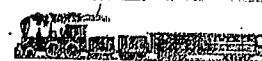
| | 1st Class. | 2nd. | Return. |
|----------------------|------------|--------|---------|
| Huntingdon to Malone | .75 | .50 | \$1.10 |
| " Constable | .40 | .30 | .70 |
| " Athelstan | .15 | .10 | .25 |
| " St Stanislas | .20 | .15 | .35 |
| " Valleyfield | .50 | .40 | .85 |
| Ottawa | \$3.25 | \$2.50 | 5.45 |

—The registrar, Mr Somerville, received the writ to hold the election yesterday and will issue the proclamation forthwith. Nomination is on 1st March and polling on the 8th. Nothing decided has been arrived at yet as to the anti-Mercier candidate but that one will take the field is certain.

—The Baird Dramatic Troupe have been giving entertainments in Molr hall since Monday, and on that evening played "Uncle Josh," Tuesday "Solomon Isaacs," and Wednesday "Ten Nights in a Bar-room," ending each evening with a laughable farce. The audiences have been small.

January
14

892



St Lawrence & Adirondack R.R. Co.

TIME TABLE

In Effect Jan. 11th, 1892.

EASTERN STANDARD TIME.

| TRAINS MOVING SOUTH. | | TRAINS MOVING NORTH. | |
|----------------------|--------|----------------------|--------|
| Read Downwards. | | Read Upwards. | |
| Express. | Mixed. | Express. | Mixed. |
| 8.10 | 8.15 | 8.15 | 8.20 |
| 8.15 | 8.20 | 8.20 | 8.25 |
| 8.20 | 8.25 | 8.25 | 8.30 |
| 8.25 | 8.30 | 8.30 | 8.35 |
| 8.30 | 8.35 | 8.35 | 8.40 |
| 8.35 | 8.40 | 8.40 | 8.45 |
| 8.40 | 8.45 | 8.45 | 8.50 |
| 8.45 | 8.50 | 8.50 | 8.55 |
| 8.50 | 8.55 | 8.55 | 9.00 |
| 8.55 | 9.00 | 9.00 | 9.05 |
| 9.00 | 9.05 | 9.05 | 9.10 |
| 9.05 | 9.10 | 9.10 | 9.15 |
| 9.10 | 9.15 | 9.15 | 9.20 |
| 9.15 | 9.20 | 9.20 | 9.25 |
| 9.20 | 9.25 | 9.25 | 9.30 |
| 9.25 | 9.30 | 9.30 | 9.35 |
| 9.30 | 9.35 | 9.35 | 9.40 |
| 9.35 | 9.40 | 9.40 | 9.45 |
| 9.40 | 9.45 | 9.45 | 9.50 |
| 9.45 | 9.50 | 9.50 | 9.55 |
| 9.50 | 9.55 | 9.55 | 10.00 |
| 9.55 | 10.00 | 10.00 | 10.05 |
| 10.00 | 10.05 | 10.05 | 10.10 |
| 10.05 | 10.10 | 10.10 | 10.15 |
| 10.10 | 10.15 | 10.15 | 10.20 |
| 10.15 | 10.20 | 10.20 | 10.25 |
| 10.20 | 10.25 | 10.25 | 10.30 |
| 10.25 | 10.30 | 10.30 | 10.35 |
| 10.30 | 10.35 | 10.35 | 10.40 |
| 10.35 | 10.40 | 10.40 | 10.45 |
| 10.40 | 10.45 | 10.45 | 10.50 |
| 10.45 | 10.50 | 10.50 | 10.55 |
| 10.50 | 10.55 | 10.55 | 11.00 |
| 10.55 | 11.00 | 11.00 | 11.05 |
| 11.00 | 11.05 | 11.05 | 11.10 |
| 11.05 | 11.10 | 11.10 | 11.15 |
| 11.10 | 11.15 | 11.15 | 11.20 |
| 11.15 | 11.20 | 11.20 | 11.25 |
| 11.20 | 11.25 | 11.25 | 11.30 |
| 11.25 | 11.30 | 11.30 | 11.35 |
| 11.30 | 11.35 | 11.35 | 11.40 |
| 11.35 | 11.40 | 11.40 | 11.45 |
| 11.40 | 11.45 | 11.45 | 11.50 |
| 11.45 | 11.50 | 11.50 | 11.55 |
| 11.50 | 11.55 | 11.55 | 12.00 |
| 11.55 | 12.00 | 12.00 | 12.05 |
| 12.00 | 12.05 | 12.05 | 12.10 |
| 12.05 | 12.10 | 12.10 | 12.15 |
| 12.10 | 12.15 | 12.15 | 12.20 |
| 12.15 | 12.20 | 12.20 | 12.25 |
| 12.20 | 12.25 | 12.25 | 12.30 |
| 12.25 | 12.30 | 12.30 | 12.35 |
| 12.30 | 12.35 | 12.35 | 12.40 |
| 12.35 | 12.40 | 12.40 | 12.45 |
| 12.40 | 12.45 | 12.45 | 12.50 |
| 12.45 | 12.50 | 12.50 | 12.55 |
| 12.50 | 12.55 | 12.55 | 1.00 |
| 12.55 | 1.00 | 1.00 | 1.05 |
| 1.00 | 1.05 | 1.05 | 1.10 |
| 1.05 | 1.10 | 1.10 | 1.15 |
| 1.10 | 1.15 | 1.15 | 1.20 |
| 1.15 | 1.20 | 1.20 | 1.25 |
| 1.20 | 1.25 | 1.25 | 1.30 |
| 1.25 | 1.30 | 1.30 | 1.35 |
| 1.30 | 1.35 | 1.35 | 1.40 |
| 1.35 | 1.40 | 1.40 | 1.45 |
| 1.40 | 1.45 | 1.45 | 1.50 |
| 1.45 | 1.50 | 1.50 | 1.55 |
| 1.50 | 1.55 | 1.55 | 2.00 |
| 1.55 | 2.00 | 2.00 | 2.05 |
| 2.00 | 2.05 | 2.05 | 2.10 |
| 2.05 | 2.10 | 2.10 | 2.15 |
| 2.10 | 2.15 | 2.15 | 2.20 |
| 2.15 | 2.20 | 2.20 | 2.25 |
| 2.20 | 2.25 | 2.25 | 2.30 |
| 2.25 | 2.30 | 2.30 | 2.35 |
| 2.30 | 2.35 | 2.35 | 2.40 |
| 2.35 | 2.40 | 2.40 | 2.45 |
| 2.40 | 2.45 | 2.45 | 2.50 |
| 2.45 | 2.50 | 2.50 | 2.55 |
| 2.50 | 2.55 | 2.55 | 3.00 |
| 2.55 | 3.00 | 3.00 | 3.05 |
| 3.00 | 3.05 | 3.05 | 3.10 |
| 3.05 | 3.10 | 3.10 | 3.15 |
| 3.10 | 3.15 | 3.15 | 3.20 |
| 3.15 | 3.20 | 3.20 | 3.25 |
| 3.20 | 3.25 | 3.25 | 3.30 |
| 3.25 | 3.30 | 3.30 | 3.35 |
| 3.30 | 3.35 | 3.35 | 3.40 |
| 3.35 | 3.40 | 3.40 | 3.45 |
| 3.40 | 3.45 | 3.45 | 3.50 |
| 3.45 | 3.50 | 3.50 | 3.55 |
| 3.50 | 3.55 | 3.55 | 4.00 |
| 3.55 | 4.00 | 4.00 | 4.05 |
| 4.00 | 4.05 | 4.05 | 4.10 |
| 4.05 | 4.10 | 4.10 | 4.15 |
| 4.10 | 4.15 | 4.15 | 4.20 |
| 4.15 | 4.20 | 4.20 | 4.25 |
| 4.20 | 4.25 | 4.25 | 4.30 |
| 4.25 | 4.30 | 4.30 | 4.35 |
| 4.30 | 4.35 | 4.35 | 4.40 |
| 4.35 | 4.40 | 4.40 | 4.45 |
| 4.40 | 4.45 | 4.45 | 4.50 |
| 4.45 | 4.50 | 4.50 | 4.55 |
| 4.50 | 4.55 | 4.55 | 4.60 |
| 4.55 | 4.60 | 4.60 | 4.65 |
| 4.60 | 4.65 | 4.65 | 4.70 |
| 4.65 | 4.70 | 4.70 | 4.75 |
| 4.70 | 4.75 | 4.75 | 4.80 |
| 4.75 | 4.80 | 4.80 | 4.85 |
| 4.80 | 4.85 | 4.85 | 4.90 |
| 4.85 | 4.90 | 4.90 | 4.95 |
| 4.90 | 4.95 | 4.95 | 5.00 |
| 4.95 | 5.00 | 5.00 | 5.05 |
| 5.00 | 5.05 | 5.05 | 5.10 |
| 5.05 | 5.10 | 5.10 | 5.15 |
| 5.10 | 5.15 | 5.15 | 5.20 |
| 5.15 | 5.20 | 5.20 | 5.25 |
| 5.20 | 5.25 | 5.25 | 5.30 |
| 5.25 | 5.30 | 5.30 | 5.35 |
| 5.30 | 5.35 | 5.35 | 5.40 |
| 5.35 | 5.40 | 5.40 | 5.45 |
| 5.40 | 5.45 | 5.45 | 5.50 |
| 5.45 | 5.50 | 5.50 | 5.55 |
| 5.50 | 5.55 | 5.55 | 5.60 |
| 5.55 | 5.60 | 5.60 | 5.65 |
| 5.60 | 5.65 | 5.65 | 5.70 |
| 5.65 | 5.70 | 5.70 | 5.75 |
| 5.70 | 5.75 | 5.75 | 5.80 |
| 5.75 | 5.80 | 5.80 | 5.85 |
| 5.80 | 5.85 | 5.85 | 5.90 |
| 5.85 | 5.90 | 5.90 | 5.95 |
| 5.90 | 5.95 | 5.95 | 6.00 |
| 5.95 | 6.00 | 6.00 | 6.05 |
| 6.00 | 6.05 | 6.05 | 6.10 |
| 6.05 | 6.10 | 6.10 | 6.15 |
| 6.10 | 6.15 | 6.15 | 6.20 |
| 6.15 | 6.20 | 6.20 | 6.25 |
| 6.20 | 6.25 | 6.25 | 6.30 |
| 6.25 | 6.30 | 6.30 | 6.35 |
| 6.30 | 6.35 | 6.35 | 6.40 |
| 6.35 | 6.40 | 6.40 | 6.45 |
| 6.40 | 6.45 | 6.45 | 6.50 |
| 6.45 | 6.50 | 6.50 | 6.55 |
| 6.50 | 6.55 | 6.55 | 6.60 |
| 6.55 | 6.60 | 6.60 | 6.65 |
| 6.60 | 6.65 | 6.65 | 6.70 |
| 6.65 | 6.70 | 6.70 | 6.75 |
| 6.70 | 6.75 | 6.75 | 6.80 |
| 6.75 | 6.80 | 6.80 | 6.85 |
| 6.80 | 6.85 | 6.85 | 6.90 |
| 6.85 | 6.90 | 6.90 | 6.95 |
| 6.90 | 6.95 | 6.95 | 7.00 |
| 6.95 | 7.00 | 7.00 | 7.05 |
| 7.00 | 7.05 | 7.05 | 7.10 |
| 7.05 | 7.10 | 7.10 | 7.15 |
| 7.10 | 7.15 | 7.15 | 7.20 |
| 7.15 | 7.20 | 7.20 | 7.25 |
| 7.20 | 7.25 | 7.25 | 7.30 |
| 7.25 | 7.30 | 7.30 | 7.35 |
| 7.30 | 7.35 | 7.35 | 7.40 |
| 7.35 | 7.40 | 7.40 | 7.45 |
| 7.40 | 7.45 | 7.45 | 7.50 |
| 7.45 | 7.50 | 7.50 | 7.55 |
| 7.50 | 7.55 | 7.55 | 7.60 |
| 7.55 | 7.60 | 7.60 | 7.65 |
| 7.60 | 7.65 | 7.65 | 7.70 |
| 7.65 | 7.70 | 7.70 | 7.75 |
| 7.70 | 7.75 | 7.75 | 7.80 |
| 7.75 | 7.80 | 7.80 | 7.85 |
| 7.80 | 7.85 | 7.85 | 7.90 |
| 7.85 | 7.90 | 7.90 | 7.95 |
| 7.90 | 7.95 | 7.95 | 8.00 |
| 7.95 | 8.00 | 8.00 | 8.05 |
| 8.00 | 8.05 | 8.05 | 8.10 |
| 8.05 | 8.10 | 8.10 | 8.15 |
| 8.10 | 8.15 | 8.15 | 8.20 |
| 8.15 | 8.20 | 8.20 | 8.25 |
| 8.20 | 8.25 | 8.25 | 8.30 |
| 8.25 | 8.30 | 8.30 | 8.35 |
| 8.30 | 8.35 | 8.35 | 8.40 |
| 8.35 | 8.40 | 8.40 | 8.45 |
| 8.40 | 8.45 | 8.45 | 8.50 |
| 8.45 | 8.50 | 8.50 | 8.55 |
| 8.50 | 8.55 | 8.55 | 8.60 |
| 8.55 | 8.60 | 8.60 | 8.65 |
| 8.60 | 8.65 | 8.65 | 8.70 |
| 8.65 | 8.70 | 8.70 | 8.75 |
| 8.70 | 8.75 | 8.75 | 8.80 |
| 8.75 | 8.80 | 8.80 | 8.85 |
| 8.80 | 8.85 | 8.85 | 8.90 |
| 8.85 | 8.90 | 8.90 | 8.95 |
| 8.90 | 8.95 | 8.95 | 9.00 |
| 8.95 | 9.00 | 9.00 | 9.05 |
| 9.00 | 9.05 | 9.05 | 9.10 |
| 9.05 | 9.10 | 9.10 | 9.15 |
| 9.10 | 9.15 | 9.15 | 9.20 |
| 9.15 | 9.20 | 9.20 | 9.25 |
| 9.20 | 9.25 | 9.25 | 9.30 |
| 9.25 | 9.30 | 9.30 | 9.35 |
| 9.30 | 9.35 | 9.35 | 9.40 |
| 9.35 | 9.40 | 9.40 | 9.45 |
| 9.40 | 9.45 | 9.45 | 9.50 |
| 9.45 | 9.50 | 9.50 | 9.55 |
| 9.50 | 9.55 | 9.55 | 9.60 |
| 9.55 | 9.60 | 9.60 | 9.65 |
| 9.60 | 9.65 | 9.65 | 9.70 |
| 9.65 | 9.70 | 9.70 | 9.75 |
| 9.70 | 9.75 | 9.75 | 9.80 |
| 9.75 | 9.80 | 9.80 | 9.85 |
| 9.80 | 9.85 | 9.85 | 9.90 |
| 9.85 | 9.90 | 9.90 | 9.95 |
| 9.90 | 9.95 | 9.95 | 10.00 |

Through first-class passenger coach between Huntingdon and Montreal on Express trains. Close connection at Coteau Junction for all points West on the Grand Trunk Railway. At St. Lawrence Junction for points on the Cana-

HEMMINGFORD.

The gale of Saturday following, as it did, the considerable snowfall of the preceding day, so drifted our north and south roads that they have been impassable since. They would have been opened out today (Monday) no doubt, but for the gale which has been blowing from the southwest all day and which would have rendered the work of road opening useless, had it been done. Our recent experience with our winter roads has shown the great utility of the improvements that have been already made in the removal, in some parts of the township, of stone walls and rail fences from the sides of our highways, and the substitution therefor of wire fences. It is to be hoped that this good work will be pressed forward as rapidly as possible the coming season. Our railway service has been a good deal affected by the recent storms. The train due here from Montreal at 5.45 Saturday evening did not, though preceded by a snow plough, reach here till about 7 a.m. yesterday. It was fast most of the night in a cut a little north of Barrington. A snow plough driven by two engines, came through to this station from Montreal, this morning, starting on its return trip at 8 a.m. The regular train followed immediately. As the drift has been heavy all day it is doubtful that we shall have a train here at a seasonable hour this evening.

The meeting called by Mr Stephens on Thursday evening last was well attended, and was fairly representative of all classes of our electors. The meeting was a most orderly one, the speakers being all accorded a most attentive hearing. Dr Cameron was present and followed Mr Stephens. Mr Leclerc, trader of this village, addressed the meeting after Dr Cameron spoke, announcing himself as a candidate in the Conservative interest for the suffrages of the electors of Huntingdon county. The proposed meeting at Havelock on Friday evening had to be given up on account of the storm. Both Mr Stephens and Dr Cameron returned to this place from Havelock on Friday evening. As both gentlemen have been recently indisposed, their exposure to the tempest of that evening must have been a trying one. It is to be hoped that no serious results will follow the exposure in either case.

February
18
1892



CANADA ATLANTIC RAILWAY TIME TABLE

GOING NORTH.

| | A. M. | P. M. |
|---------------------|-------|-------|
| Leave Malone..... | 8.10 | 3.55 |
| " Constable..... | 8.28 | 4.15 |
| " Athelstan..... | 8.52 | 4.43 |
| " Huntingdon..... | 9.00 | 4.55 |
| " St Stanislas..... | 9.20 | 5.16 |
| " Valleyfield..... | 9.40 | 5.40 |
| Arrive Coteau..... | 9.55 | 6.00 |
| " Montreal..... | 11.35 | 8.30 |
| " Ottawa..... | 12.30 | 8.35 |

GOING SOUTH.

| | A. M. | P. M. |
|---------------------|-------|-------|
| Leave Ottawa..... | 8.00 | 2.15 |
| " Montreal..... | 9.00 | 4.55 |
| " Coteau..... | 10.35 | 6.20 |
| " Valleyfield..... | 10.55 | 6.35 |
| " St Stanislas..... | 11.20 | 6.52 |
| " Huntingdon..... | 11.42 | 7.07 |
| " Athelstan..... | 11.55 | 7.15 |
| " Constable..... | 12.25 | 7.35 |
| Arrive Malone..... | 12.48 | 7.50 |

MARCH

24

1892

No change of cars between Huntingdon and Montreal.

Through first-class passenger coaches between Huntingdon and Montreal on all trains. Close connection at Coteau Junction for all points West on the Grand Trunk Railway. At St Polycarpe Junction for points on the Canadian Pacific. Short line at Glen Robertson for Vankleek Hill and Hawkesbury.

For tickets or information apply to any Agent of the Company.

H. J. SCRIVER, Agent,
Huntingdon.

E. J. CHAMBERLIN, President,
Ottawa.

C. J. SMITH,
Frt. & Pas. Agt.,
Ottawa.

DUNDEE.

The water in Salmon river was about even with its banks on Sunday morning, and kept rising until noon, when the ice, in a body, began to move to the gratification of all concerned, yet with a dread that it might not get far enough away before it might jam and back the water upon us, but such did not happen to any extent. The steamer Grenada, that lay near the bakery, broke her hitching-posts and started in company with the ice. There were two persons on board at the time endeavoring to moor her more securely, but did not have time, so went with her. They dropped the anchor and after going down little less than a mile, she was brought to. She received no damage and is now back at her wharf. The only damage done here by the ice, was ripping the side next the river of John Tyo's boat-house, so that it has since collapsed. Two boats were injured.

About two in the afternoon an immense quantity of ice came down and on it was perched the lower iron bridge, on the big Salmon, at the Fort, Mathews and Ransom's boat-house, flume timbers, and other wreckage. Word soon came that Fort Covington had not been so fortunate as Dundee, and that great damage had been done, all through the faulty design of the railway bridge. The railway at the Fort crossed Salmon river on a pile bridge, the openings in which were not over 8 feet. When the ice began to break up, it was caught by the piles of the bridge when a jam was formed that backed the water until it was over the iron-bridge at the village. The strain of this great body of water became too great for the railway bridge to bear, when the piles snapped and let the accumulation of ice and water go with a mighty rush. In the sweep, the iron bridge was lifted off its piers and carried away with the flumes of the grist-mill and Wright's factory. The iron bridge is stranded just below the village here, but is badly twisted. There is not a pile of the railway bridge left, but the stringers with the rails attached were left on the river-bank. The loss to the Grand Trunk is serious. A temporary bridge is now being put up but cannot be completed for a month, so that there will be a long interruption in the traffic between here and Massena. When the permanent bridge comes to be built, the people at the Fort will insist on its being of different design from the old one. They intend calling upon the company to replace the iron bridge and pay other losses, contending that they were caused by the company's bridge. While it was being built several of the Fort people objected and wrote to the proper authorities, who notified the G.T., who referred them to Mr Foster. He reported that the objections were not valid and there the matter ended. Those who witnessed the crushing of the railway bridge, gave it three cheers. Mr Denneen has purchased all the piles he can find to cut up into shingles. We have had higher

April 7
1892

—N.Y.C. trains will begin to use the new link of road, from Beauharnois to the Lachine bridge, on Sunday, when a new time-table will be issued. The reduction in mileage will enable express trains to make the distance between here and Montreal in one hour. There has been a thorough overhauling of the old stations along the line, and new ones have been built at Beauharnois Junction, St Timothy, Beauharnois, and Chateauguay. Every effort has been made to make the stations pleasant to the sight of the traveller, both in the design of the buildings and in their surroundings. To each a flower-garden has been attached.

August 6

1892

FATAL ACCIDENT ON THE St L. & A. RR.

An accident that proved fatal to one young life and endangered the lives of 20 or more human beings occurred Saturday morning on the St. Lawrence and Adirondack Ry. near Beauharnois Junction, about 2 miles east of Valleyfield. An engine and conductor's caboose, running from Malone to Coteau, in order to bring back a train of freightcars, were standing on the St. L. & A. track, waiting orders to go on to the Canada Atlantic track; when, with scarcely a minute's warning, the Malone local (train No 6) rounded the curve at a high rate of speed and crashed into the rear of the caboose. The engineer, fireman, and brakeman of the special noticed the coming train in time to jump for their lives, but the engineer's son, a fine lad of seventeen years, who had come for a ride on his father's engine, and had left the engine and entered the caboose at Huntingdon, was sitting with one of the brakemen in the cupola of the caboose, and had not time to get out before the approaching engine dashed into the caboose, causing instant death to the young lad. The passengers on the local, beyond being badly shook up and frightened, were happily uninjured. There were about a dozen passengers on the train, amongst whom were Wm. Forbes of Ransom, Forbes & Co., Montreal; Wm. Wattie; William Brown; Jas. A. Robb of McDonald & Robb, Valleyfield; a sister of charity from St Stanislas, and others. At the moment of the collision the engineer, on the forward train, thought of his son, when he and the train men looked about, hoping he had jumped with the others. It was hoping against hope, and the father climbed into the wrecked car only to find the lifeless body of his boy, whom he had last seen alive at Huntingdon. The body was tenderly carried out of the wreck and laid on the snow, while the grief stricken parent, lovingly crossed the yet warm hands. The only word of reproof he uttered was "Boys, why did you do this?" The force of the collision had shoved the engine of the forward train partly on to the C.A.R. track, smashed the caboose, and wrecked the tender of the engine. The C.A.R. Boston express, which was coming in at the time of accident, was flagged, and detained with other trains until the track was cleared.

The body of the boy was removed to the Canada Atlantic station at Valleyfield where Coroner Cardinal, (who arrived from Ste Martine in the evening) empanelled the following jury: D. F. Smith (foreman), Wm. Laing, Jos. St Onge, John Convery, Chas. Pare, Celestine Boyer, Louis Leduc, Oscar Depocens, Olivier de Repentigny, Joseph de Repentigny, Brunet and Lalonde. R. S. Joron acted as coroner's clerk.

The following is a summary of the evidence submitted:

Conductor Dolittle of the special, residence at Malone, had orders to run ahead of trains No 6 and 24 from Huntingdon to Beauharnois Junction; he stood inside of semaphore and to protect his train the semaphore was up, signifying it could not proceed further. Soon as his train stopped, he ordered rear brakeman to go back and flag the local, which he knew was following. His train stopped at 9.15 a.m. and 2 minutes later, at 9.17, it was wrecked. Could see semaphore for one and half miles back of where accident occurred. An approaching engineer could see rear of his train about ten rods back. When he last saw deceased, he was sitting in cupola of caboose. Pressed by Foreman Smith for straight answer he said he was of opinion that accident was due to carelessness of engineer of local. Local gave signal for his train to go ahead, but could not do so as switch was open and the Boston express was in sight.

was running at time of accident; did not notice the usual sensation caused when air brakes are applied to train, and his first knowledge that train was slackening speed was when the crash was heard and felt jerk of train stopping. Did not hear any whistle. There was only one coach attached to engine. Immediately after collision saw conductor pass through train, his head and shoulders covered with snow. Concluded there had been serious accident and with other passengers gathered up their coats and valises and left coach. Heard train hand order a boy to run down and flag Boston express, which was approaching. Saw deceased carried out of caboose, and laid on snow; considered deceased dead at that time. Could not swear how many miles an hour train was running at time of accident.

G. W. Colipie, residence at Malone, was engineer running local; had run five days on St. L. & A. division before that, had made 3 trips with a pilot to show him road. When he left Huntingdon knew special was ahead but had no orders. He was running on schedule time, was 5 or 10 mins. late and was trying to make up time; he saw special about a mile and a half ahead before they turned the curve near the junction. Thought his train was running 7 or 8 miles an hour when they struck. He was within 10 rods of special when he applied air brake, which refused to hold, when he reversed engine. Air brakes had acted right when at St Stanislas. He was standing on right hand side of cab, and could not see semaphore from his position. His fireman saw caboose first. Had positive orders to run slow at that point and have engine under control to stop on short notice. Had no order nor copy of order as to special. He should have been given one; did not apply for any. Had been in accidents before, but never when anyone was killed. Last accident occurred three years since. Eyesight was good. Had been on duty from 7 a.m. on previous day; had been on duty 18 hours. Quit at midnight. Had applied air-brake before seeing special ahead, and twice gave signal of 2 shrill whistles, for special to go ahead. Could not say whether or not bell was ringing. Jumped from engine just before they struck. Engineer's position in cab was on right hand side. Had no knowledge of rules regarding semaphores in Canada, but in States had to stop when semaphore was against you. Admitted he was running too fast while approaching the diamond. His fireman was on his side of engine, and was supposed to look out for semaphore; but did not have time to see it. Thought train was running 15 to 18 miles an hour before the accident. Seeing a collision was imminent jumped to save his life.

Conductor Grandy of local deposed that his train was running on schedule time; at time of accident thought train was running 15 to 20 miles an hour. When he noticed train was approaching diamond too fast, he tried to apply automatic brake, and called to passengers to jump. He jumped himself. Did not see special ahead before jumping. Thought he was 200 or 300 feet from semaphore when he jumped. Feared the train would be ditched.

Brakeman Lalonde was brakeman on local; at time of accident did not realize any particular danger. Noticed air-brakes were not working, and tried to apply hand brake at rear of train. While doing so, Conductor Grandy came back and jumped between his legs to ground. Stayed at brakes until he felt collision, when he also jumped. Bell cord was not in working order, as joints did not fit.

Dr Ostigny—Had examined body of deceased and considered death was due to fracture at base of the skull. The jury then retired and deliberated.

MARCH 2

1893

RAILWAY COLLISION.

Trains Stalled by the Snow—Fireman Swayger Receives Serious Injuries—Mr. Ritchie's Return.

Montreal, Feb. 6.—(Special.)—An accident which caused considerable damage to rolling stock and not a little danger to the passengers and train hands occurred at Lacadria this morning. Owing to the severe cold and high winds the trains were badly delayed at Lacadria, which is the first station this side of St. John's. Four trains were stalled at this point, including the Central Vermont, Boston and New York trains. The snow was blowing in dense clouds, preventing the trainmen from seeing about them with any degree of distinction. The Grand Trunk local from St. John's to Montreal started from the former city to its destination. When the local reached Lacadria the trains were still stalled, and without seeing what was in front the local dashed into the stalled trains. The last of the stalled trains was the Central Vermont Boston express, and it was into the rear of this that the local pitched itself. The engine of the local crashed into the rear end of the Pullman. Mr. Herbert, the baggage-man, jumped for his life and escaped without injuries. Fireman Geo. Swayger and Engineer Frank Greenwort were not so fortunate. Swayger is badly injured in the abdomen and may die. Greenwort's arm is broken in two places. Brakeman Bolvin is also hurt, but not seriously. The first two were brought to the hospital. The sufferers were all treated by Dr. F. W. Firrette of Norwich, Conn., who happened to be on the train. Should Swayger's life be spared it will be due to the timely aid given by Dr. Firrette.

Mr. H. K. Ritchie, stationery agent of the Grand Trunk Railway, has returned from an extended trip to the south. Mr. Ritchie was accompanied by his wife, and during their seventeen days' absence they travelled over 3,433 miles. Leaving Montreal on January 14 for New York they proceeded thence to Asheville, N.C., and afterwards visited in turn Savannah, Spartanville, Columbia, Charleston and Augusta. The distance covered averaged 292 miles per day. Mr. Ritchie speaks in glowing terms of the railway systems of the south. On the P., P. & C., going from Savannah to Columbia the train averaged from 62 to 68 miles per hour. The southern lines are noted especially for their good road beds and are mostly single track roads, while their travelling accommodation is superb. Mr. and Mrs. Ritchie greatly enjoyed their trip and have returned fully recuperated in health.

The annual statement of the Montreal Cotton Company has been issued and is regarded on the street as very satisfactory. After providing for the usual dividends of 8 per cent., over \$25,000 is carried forward to the profit and loss account. The gross profits on the year's operations were over \$197,000, and the reserve fund or surplus now amounts to over \$800,000. The assets of the company have increased during the year from \$2,561,981 to \$2,833,424. The bonded debt of \$300,000 has apparently been wiped out, and the capital account is now \$1,400,000 as against \$1,200,000 a year ago. The capital assets, including mills, land, power, etc., have increased by \$166,000.

Toronto Globe
February 9
1895

STE MARTINE.

The station-house was moved last week to the junction with the Beauharnois branch. The change is a great convenience to the travelling public, though it has left two taverns in the cold. The express having now only one stop, saves 5 minutes in its run.

MAY 9
1895

VALLEYFIELD

Engineers of the St L. & A. Ry have been working south of Valleyfield the past week. There are two schemes, one for making the connection with the G.T.R., or crossing that road and running north of it to Beauharnois. By the first we would have a depot at Beauharnois Junction, two miles from Valleyfield. The other would run in from east of the Larocque road, and the depot be somewhere on what is known as Boyer's farm, or on a farm of the Buntin estate. When Dr Webb is going to so much expense, would it not be better to run in close to the town and secure the local traffic?

October 10
1895

carts brought over from Summerstown on the ferry boat one day last week on their way to work on the railway now being built between Beauharnois and Caughnawaga. They were pretty hard looking horses, quite a contrast between them and those that went to the South woods shanties. It is not likely that any more Canadians will be allowed to be hired to work in the shanties; at least certain Protectionists are trying to have them stopped.

A Miss Gallagher, whose parents live a little above Cornwall, Ont., came home lately from Montana, where she had been staying with the family of William Handly, a former resident of Fort Covington village. Mrs Handly died about a year ago, leaving six children. Miss Gallagher brought the two youngest, aged 4 and 6 years, with her and their uncle, Arthur Moore, of the parish of St Anicet, went after them on the 12th inst. and took them to his home.

The ferry boat Grenada made her last trip between here and Cornwall on Saturday. On Monday she went to Valleyfield, where she will be drawn out of the water and remain during the winter. The Princess Louise was taken last week to Summerstown to winter.

On Friday morning, between 6 and 7 o'clock, fire was discovered in the engine house of the G.T. at the Fort. The fire engine was soon at the scene, but the fire had got too much headway, and being all inside, with the roof double boarded, there was no chance for a stream of water to be of much service. They managed to save the tank and the steam pump that fills it. The fire is supposed to have originated from sparks from the funnel of the early train. It had been undergoing an overhauling, and the workmen had completed their job the preceding night. A box car, with their tools and some clothing, was in the house at the time, and lost. The fire, besides causing much inconvenience, entails a loss of at least \$2000 to the company. It is a pity the fire extinguisher agents were away from home during this fire.

I understand the Indian department is going to bring actions against all persons in arrears of Indian rents in

November

21
1895

—When the G. T. gives up possession of the Beauharnois junction branch, which they will do next week, the N. Y. C. will run their trains by Valleyfield and Beauharnois. That is, instead of going on the G. T. rails at Huntingdon, trains going east will keep on to Valleyfield, and, coming out at Ste Martine, use the G. T. track only to St Constant. They will do this until their extension via Chateaugay Basin is completed next summer. Curving by way of Valleyfield and Beauharnois adds about 6 miles to the distance, but, on the other hand, the trains will have a clear track and save the time now lost in stoppages to allow G. T. trains to pass.

November 28
1895

—On the morning of the 20th Dec. the morning train from New York failed to appear on time, and the news quickly spread that a serious accident had befallen it. It was noon before the train appeared, and it was a relief to learn that none of the passengers, among whom was Miss Lizzie Ross of this village, were hurt. The following account of the accident is taken from the Malone Palladium:

The most serious accident on the A. & St. L. R'y since the line was opened occurred near Horseshoe Pond, sixty or seventy miles south of Malone, Friday morning. The engines were almost completely wrecked, three coaches somewhat damaged, one man seriously injured, and three killed. An extra freight, starting at two a.m. from Tupper Lake Junction for Utica, became "stalled" on a steep grade, between Piercesfield and Childwood, owing to the slippery condition of the track. Engineer John Hart thereupon detached his locomotive, and proceeded "light" toward Horseshoe station, intending to flag the Montreal express. He had eight miles to run, and was within a few rods of the switch where he would have taken the siding at Horseshoe when the express came in sight, and the two locomotives came together at a tremendous speed. The fireman on the express jumped before the collision, and escaped with slight bruises. The engineer of the express, Wm. C. Brassell of Utica, was caught between his engine and its tender, and both legs were smashed. He lived only a few minutes. John Hart, the other engineer, had his skull fractured in two places, and sustained a compound fracture of the leg above the knee. He lived until between seven and eight o'clock in the evening, but never regained consciousness. His fireman, John Myers of Deerfield Corners, Oneida county, was severely scalded, and died the next morning. Thomas Gray, a freight brakeman whom Hart had taken with him for a flagman, suffered a fracture of the skull and was badly scalded. He is in a hospital at Utica, and is expected to recover. There were about 20 passengers on the express, all of whom were considerably shaken up, but none were much injured. Engineer Hart was about 33 years of age, was formerly a fireman on the O. & L.C.R.R., and had the reputation of being a capable engineer. He was the son of John Hart of Malone village, who has long been an employe in the railroad machine shops, was unmarried, and was generally liked and esteemed.

January 2
1896

—On Monday the Adirondack trains from Montreal began running round by Valleyfield, Beauharnois, and Ste Martine. The Grand Trunk express trains over the Valleyfield branch have been withdrawn. Trains will run as follows:

GOING NORTH

| | A.M. | P.M. |
|--------------------|------|------|
| Malone | 6.35 | 7.25 |
| Constable | 6.43 | 7.33 |
| Athelstan | 6.57 | 7.47 |
| Huntingdon | 7.04 | 7.54 |
| St Stanislas | 7.12 | 8.02 |
| Valleyfield | 7.20 | 8.10 |
| St Timothy | 7.28 | 8.18 |
| Beauharnois | 7.42 | 8.32 |
| Ste Martine | 7.52 | 8.45 |
| St Constant | 8.20 | 9.11 |
| Montreal | 8.50 | 9.36 |

GOING SOUTH

| | A.M. | P.M. |
|--------------------|-------|------|
| Montreal | 8.10 | 4.25 |
| St Constant | 8.35 | 4.50 |
| Ste Martine | 9.00 | 5.15 |
| Beauharnois | 9.10 | 5.25 |
| St Timothy | 9.23 | 5.38 |
| Valleyfield | 9.32 | 5.47 |
| St Stanislas | 9.39 | 5.54 |
| Huntingdon | 9.47 | 6.02 |
| Athelstan | 9.54 | 6.09 |
| Constable | 10.09 | 6.24 |
| Malone | 10.20 | 6.35 |

January 3/
1896

HEMMINGFORD

The weather during the greater part of last week was very stormy and unpleasant. High winds, rising at times to the proportions of a gale, prevailed on Monday and Tuesday, and though there was no great depth of loose snow on the ground, there was enough, when accumulated from the fields and piled in the highways by the howling blast, to make movement on the latter practically impossible for several days. Our mail carrier was unable on the 3rd inst. to make his usual trip to Franklin Centre and the train due here from Montreal on the evening of that day, did not reach Hemmingford station till 1 a.m. on the following morning. The detention, however, was mainly at Hayes' cut—about two miles north of the station. The engine and snow-plow from the Plattsburg road, jumped the track about two miles south of the Hemmingford station, on Monday morning, and the plow was badly wrecked, but fortunately none of the train hands were injured. The accident was caused by the formation of ice inside of the rails. Though a high wind prevailed most of yesterday (Sunday) the sky was clear much of the time and the roads were good, so that the conditions for church going were more favorable than they were for several previous Sabbaths. The attendance at our village churches was, in consequence, decidedly larger than it had been for some weeks before. The number of stormy Sundays has been so great since the first of last month that pastors and people had become well nigh discouraged in the matter of Sabbath worship. Encouraged, however, by the slightly improved state of affairs yesterday, they venture to hope for a better condition of things in this regard in the future.

Our village model school has been very prosperous this winter, the attendance having been as large as, if not larger, than at any previous period in the history of the school. The proportion of well grown pupils from outside of the district, is moreover, larger than usual. A very creditable and successful entertainment, consisting of singing, recitations, dialogues, &c., was given by the members of the school at the town hall on Friday evening. The histrionic ability shown by some of the young people was quite marked while the singing was very pleasing. The barbell exercise was gone through with by a number of young ladies, dressed in a neat and handsome uniform, with great precision and grace. The attendance, though the evening was not favorable, was large, the hall being filled to its utmost capacity. The handsome sum of \$50, (to be applied to making additions to the school library) was the net result of the occasion. The entertainment is, I understand, to be repeated at the town hall. Havelock this week.

MARCH 12
1896

THE formalities connected with the transfer of the Valleyfield G.T. branch were completed on Monday, when the N.Y.C. acquired it under a 99 years lease. It was stated by Dr Webb at the meeting, that the continuation of the line from Beauharnois to the La-chine bridge would be ready by the 1st June. If that is to be accomplished, work will have to progress with marvellous speed on the Chateaugay bridge. When the road-bed is in thorough order, he expects trains to make the distance between Montreal and Huntingdon in an hour! There is a revival of the rumors about the N.Y.C. acquiring from the G.T. the branch from here to Massena. It would give the N.Y.C. a through line with the west and an easy route for freight to New York, while the G.T. would get rid of an unprofitable bit of road.

MARCH 12
1896

HEMMINGFORD

The storm which, commencing on Thursday morning last, continued until the afternoon of the following day, was the most severe of the season. Snow fell to the depth of about 18 inches. This was followed by a high wind on Friday which piled the light snow that fell on that day into banks larger and higher than any I have seen for many years past. Traffic, both railway and highway, was badly obstructed on Thursday and Friday. The train that left St Isidore Junction for this place on Friday evening did not reach its destination till about midnight on Saturday. The unfortunate passengers passed the weary night in the car not far below Barrington. The detention on Saturday was caused, however, mainly by the derailment of a snow plow at Hayes' cut, some two miles north of the Hemmingford station. It was with the greatest possible difficulty that our mail-carrier accomplished the trip to Franklin Centre and back on the two days of storm. Mr Gordon deserves great credit for his pluck and perseverance in the discharge of his duty.

Mr Frank Johnson has recently made sale of the property, forming his late father's estate, to Mr Eusebe Lacasse. The price at which the sale is understood to have been effected, viz., \$2500, is generally considered as a very moderate one, if any regard is paid to the amount expended upon it by its late owner. The machinery of the mill (a costly steam one) is greatly worn, however, and timber has so generally disappeared from the neighborhood that it is questionable that its thorough repair would be advisable.

Some surprise and regret is felt at Mr John Edwards' sudden determination to abandon his storekeeping enterprise in this village. Owing to the scarcity of money, the general dullness of trade and the severe storms that have been so frequent hereabout of late, Mr Edwards has been doing business, most of the time since he came here, under unfavorable conditions, but that perseverance on his part would have been eventually

MARCH

26

1896

A really curious incident occurred yesterday in the Windsor depot, on the arrival of the Newport train. The engine driver noticed quite a small hole in the head light of the engine. On investigating further he found that inside the light was a white pigeon, apparently not in the least hurt. The engineer remembers running through a flock of the birds near St Philip. It is curious that the pigeon should break the glass without injuring itself. Anyway, for those doubting, there is the broken head-light and the pigeon that was taken out of the interior.—
Montreal Gazette, 10th.

Regarding the sweating system, the Ottawa Women's council has been gathering information. It goes to show that clothes making is done very cheaply. Twelve pairs of pants are made up in some places, without the buttons or buttonholes, for 20 cents, while with the buttons and buttonholes they could be had for 60 cents a dozen. A coat is made up for 25 cents, while a dozen of white shirts, with the buttonholes, bring only 20 cents a dozen. In cases of this kind, where the work is given out like that, it was stated that the neighbors join in and help the family that has the work and afterwards share in the proceeds. A case was cited where a woman, assisted by her children, had worked for two weeks, and at the end of that time received only \$1.50, of which she had to pay 75 cents for store help, leaving only 75 cents for her own use. The report states that in that case one of the family was suffering from a contagious disease.

April 16
1896

CHATEAUGUAY

The pier of the railroad bridge has not yet been brought back to its place, so the placing of the iron work has been stopped. The president, Doctor Webb, was here on Saturday, looking over matters in connection with the bridge and the grading. He stated the road will be completed by the end of next month. The lease from the Grand Trunk by the N.Y.C. to run over their line ends on July 1st. The price paid for running powers for one year was \$100,000. Whether they may have to renew the lease for a short time it is yet hard to say. The weather and the state of the soil were favorable last week for grading, but but very little has been done so far. They may push matters now.

The steamer Chateauguay came up from Lachine Saturday night, and went on to Beauharnois. She made her first regular trip this (Monday) morning, and was the first steamer to shoot the Lachine rapids this season. The water is very high at present, being some 3 feet higher than summer level. The steamer Filgate is laid up for repairs, and will be ready about the 20th inst.

VALLEYFIELD

Navigation is now open, and business on the river is unusually active. From Saturday until Monday about thirty vessels passed down the canal laden with grain and coal. The Garnet made her first trip to Montreal on Monday. The steamer Belmont is expected to go down Thursday this week. The Rocket will ply between Cornwall, Valleyfield and Montreal.

Rev Dr Antliff of Montreal occupied the pulpit of the Methodist church on Sabbath morning and evening. Monday evening he addressed a missionary gathering in the same church.

Arbor day was celebrated in Valleyfield by the planting of trees around the Presbyterian church and the dissentient schools.

Bishop Langevin of St Boniface, Manitoba, visited Valleyfield on Friday. He returned to Montreal on Saturday.

The St Lawrence and Adirondack Railway company have written the parish council to the effect that, as soon as the rails and ties are removed from the abandoned line between the Larocque road and Beauharnois junction, the parish may have the land, which they may use for a public highway or return to the farmers, as the council may determine.

The first of May is observed as

MAY 7
1896

road.
A new siding has been put in at the St L. & A. station. Italians from the Malone camp filled in the dump with sand and gravel from pits south of here. It is a continuation of the old switch on the west side, and the new section is over 1000 feet long, reaching from Lake street almost to Hunter's line. There are two steam shovels now at work furnishing gravel for the line. Other improvements are being made here. Filling in at the Y, and the laying of pipes from the new tank took place on Monday. The station house is to be moved to Bouchette street.

—There is —

MAY 7 1896

The extensive changes which have been going on at the N.Y.C. station are drawing near completion. The new siding, 1000 feet long, has been in use for some time, and the new switch connecting with the G. T. was ready last week. On the 27th, John Lanktree of Elgin moved the station-house east to the diamond. The undertaking was a difficult one, the building being heavy and the ground uneven, but it was accomplished without racking and in a short time. The position of the station is somewhat dangerous, seeing it is placed between two lines of rails, one or other of which has to be crossed to reach it. An immense quantity of freight from the Ottawa district, hay and lumber, continues to pass over the road.

June 4
1896

VALLEYFIELD

The employees of the Canada Atlantic and Perry Sound Railway Co's held their annual picnic on Clark's island, June 24th. Over two thousand people were in attendance. The day was an ideal picnic day, and the program of sports was much enjoyed. The Canada Atlantic picnics are always a success, but the 1896 picnic surpassed all others. This is the verdict of those present.

Wednesday morning (24th June) the New York Central passenger express, due here at 8.50 a.m., was telescoped about three miles east of Beauharnois. Fortunately no lives were lost, altho the train at the time was running at a high speed. The engineer sustained severe cuts from being thrown into a barb-wire fence, while the fireman, who was thrown about 25 feet farther, was comparatively unhurt. Amongst those on the train was Mr D. F. Smith of Valleyfield. He says his experience is one he does not wish to repeat. He was thrown violently over two seats, but, apart from some bruises, escaped unhurt. The accident was due to spreading of the rails.

July 2
1896

—The Adirondack engine ditched near Beauharnois on the 24th was replaced on the rails on Sunday. It was a new engine and on its trial trip when the accident happened. Its great weight made it a work of much difficulty to get it back on the rails. An expert sent by the manufacturers (the Brooks locomotive works) to drive the engine for the trip was badly bruised. It is said the accident would not have happened had it not been for politics. To oblige certain leading Conservatives the manager of the road sent the section men elsewhere on the 23rd to prevent their voting for Tarte. May we be allowed to doubt this? The party that owns the British flag and is the only truly loyal party in the Dominion could never have asked Yankee help to beat the Grits. Never? Well hardly ever.

July 2 1896

--N.Y.C. trains are now using the new link between Beauharnois and the Lachine bridge. Owing to the road-bed not being settled, high speed is not attempted over it, and better time will yet be made. The new route reduces the distance between Montreal and Huntingdon to 47 miles, which is 9½ miles shorter than the Grand Trunk's run. The express trains make the distance in one hour and twenty minutes. What will become of the bit of railway between Ste Martine and Beauharnois is not known. So far, no arrangement has been made to operate it by either company. The completion of the N.Y.C. extension brings into close connection with the district a section which, since the old stage went that way, has been long isolated from it, namely Chateaugay Basin. Its people are now brought into close touch with their western neighbors and the old-time intimacy may be expected to be renewed with the advent of the new facilities of intercourse. In passing, we may note the N.Y.C. drops the final u from the name. We think it would be well if everybody would fall in with the change. Spelling the word "Chateaugay" has nothing to recommend it. It is not even the old way, which was Chateaugai. Both etymology and pronunciation favor Chateaugay, and Chateaugay let it be, at least, for the station of one of the most charming localities in our district. Mr Buckman left on Saturday, having resigned his position as station-master at Huntingdon. His place has been taken by James W. Duffy, who comes from Chateaugay, N. Y. This is the new timetable.

GOING NORTH

| | A.M. | A.M. | P.M. |
|-------------------------|------|-------|------|
| Malone..... | 6.45 | 9.10 | 7.58 |
| Constable..... | 6.51 | 9.24 | 8.06 |
| Athelstan..... | 7.06 | 9.41 | 8.19 |
| Huntingdon..... | 7.13 | 9.49 | 8.29 |
| St Stanislas..... | 7.24 | 10.02 | 8.36 |
| Valleyfield..... | 7.35 | 10.15 | 8.47 |
| Can. A.C. Crossing..... | | 10.19 | |
| St Timothy..... | 7.46 | 10.26 | |
| Beauharnois..... | 7.58 | 10.40 | 9.10 |
| Bellevue..... | 8.05 | 10.52 | 9.17 |
| Woodlands..... | 8.09 | 10.56 | 9.21 |
| Chateaugay..... | 8.15 | 11.00 | 9.25 |
| Caughnawaga..... | | 11.15 | |
| Montreal..... | 8.40 | 11.30 | 9.50 |

GOING SOUTH

| | A.M. | P.M. | P.M. |
|-------------------------|------|------|------|
| Montreal..... | 7.40 | 4.25 | 6.00 |
| Caughnawaga..... | | 4.40 | |
| Chateaugay..... | 8.05 | 4.55 | |
| Woodlands..... | 8.09 | 4.59 | |
| Bellevue..... | 8.13 | 5.03 | |
| Beauharnois..... | 8.20 | 5.15 | 6.40 |
| St Timothy..... | 8.32 | 5.29 | |
| Can. A.C. Crossing..... | | 5.35 | |
| Valleyfield..... | 8.43 | 5.42 | 7.05 |
| St Stanislas..... | 8.51 | 5.52 | 7.12 |
| Huntingdon..... | 9.02 | 6.00 | 7.22 |
| Athelstan..... | 9.08 | 6.15 | 7.29 |
| Constable..... | 9.24 | 6.33 | 7.43 |
| Malone..... | 9.35 | 6.45 | 7.55 |

The Pope sent a wedding present to Princess Maud in the form of a gold antique bracelet.

August 20
1896

Although railway construction in the Montreal district is not very extensive this summer, it cannot be said to have entirely ceased. In the first place, the Canada Atlantic are building a line, about 6 miles in length, from Lacolle, P.Q., in the county of St Johns, to a place called Alburgh Springs, in the state of Vermont. This work also includes the construction of a bridge across the Richelieu, the latter being built by day's work, although the contractor for the road is Mr Fauquier, who built a good portion of the Parry Sound extension of the Canada Atlantic. Mr Mitchell, of Kingston, is the sub-contractor, and, as the work is progressing quite rapidly, the new line will in all probability be completed by October next. Although a short road, it is quite likely that Mr Booth looks upon the connections which it will form as decidedly important. This road was begun by the Canada Atlantic some years ago, but when the energies of the company were diverted in the direction of the Parry Sound, the short link in question was abandoned, only to be resumed a short time ago. Today the Canada Atlantic trains from Ottawa for the States cross the river at Coteau and connect with the Delaware & Hudson railway at Rouses Point, while by fall a second connection with the American railway system will be made at Alburgh Springs with the Central Vermont. From two and a half to three miles of the road will be in the state of Vermont, and the rest in the province of Quebec. --Montreal Gazette.

July 22
1897

HUNTINGDON.

On Friday forenoon the tooting of a special train was heard, which halted to take on some 15 invited guests from here, to be present at the laying of the last rails at Massena. The run from the Fort was made in good time, considering the care needed in crossing the bridges and the state of the track, the ballasting of which is uncompleted beyond Bombay, the last 4 miles resting on the ties. At Massena there was quite a crowd in waiting, and the laying of the last rails to give connection with the Rome & Watertown was proceeded with, the 8 spikes being driven by as many gentlemen, among them being Colonel McEachern, C. M. G., and Consul General Dart, followed by a speech from President Foster. The visitors were entertained to an excellent dinner, provided in one of the large summer-hotels of the place, before and after which the far-famed springs were tested, but nobody liked the flavor much less the smell. For all that, the water is highly curative. Even wearing its winter garb, the beauty of the situation of Massena was perceptible, and its popularity as a summer-resort understood. The people of Massena were very kind, and their hospitality will not soon be forgotten. Before the train started homewards, a delegation of them waited on President Foster, and presented him with a gold watch, which was succeeded by some congratulatory speechifying. The train was detained some time at the Fort in order to cross the express, after which it made a rapid trip to Montreal. The line from the Fort to Massena is 22 miles long and cannot be placed in running order until the summer. It will reduce the distance between Montreal and Buffalo by about a hundred miles.

MARCH 15, 1898