

ONTARIO AND
QUEBEC RAILWAY
DIARY

Peterboro

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iron work of the new bridge to be put up
across Pigeon Creek, at Omemee.

The Sink Hole at Quebec

The Rail-road Track in the Odyessy

Thousands of tons and thousands of cubic feet of material have been dumped into the sink hole; Oliver Twist-like, it asks for "more," but, unlike Mr. Bumble, the railway authorities have to respond. One day the track appears as solid as the foundations of the Bald mountains, in the vicinity, and very heavily laden freight trains pass over it in safety; the next day the track disappears under several feet of water. Every time it is plugged up, the engineers are confident it never will sink again, but the sink hole respects for their engineering reputation, and down it goes. The company desire to have it perfectly dry before heavy trains are run over it regularly, and therefore the running of regular trains is again postponed; under the circumstances, no fixed date can be announced.

Peterboro
August
1884

ONTARIO AND QUEBEC RAILWAY.

Passenger and Freight Traffic.

DESCRIPTION OF THE NEW COACHES.

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They report the road in excellent condition and ready for traffic. The difficulty over the sink-hole at Kaladar has been thoroughly overcome, and the road bed is now as solid as on any other parts of the line. On Monday the entire line will be open for through-freight traffic, and trains will be despatched daily.

On Monday, August 4, the running of through passenger trains will be commenced. The Dominion express company will operate the entire line, in fact they are already doing so between Toronto and Montreal.

THE COACHES DESCRIBED.

When a new road is being equipped it naturally has the advantage of being able to furnish its patrons with the newest improvements. This is the case with the Ontario & Quebec Railway, and it is but just to say that no expense appears to have been spared to make its equipment in every detail of elegance and comfort.

THE FIRST-CLASS CARS.

All the new cars have been painted the light reddish brown which is now the regulation Canadian Pacific color. All the first-class cars are fitted up with double windows and have an additional luxury in the shape of a lavatory at each end, and are furnished with the Spear-heater. A few which have been built at Cobourg are lined overhead with brocze and sea-green metal handsomely embossed, forming a beautiful ceiling to the car and have "scratch-backs" to prevent the brakemen from defacing the car when lighting up. The seats are upholstered in red plush, and are made as comfortable as possible, while the backs are locked so that the seats cannot be reversed without the consent of the train officials. All the inner woodwork of both first and second class cars is of polished hardwood. The second class cars are finished in a similar manner to the emigrant sleeping cars now in use, the seats being of alternate stripes of ash and cherry.

THE PARLOR CARS.

Four parlor cars have been built and are now in use between Montreal and Ottawa. These are the "Inniskill," "Lachine," "Calumet," "Carillon." These are handsomely and tastefully finished in mahogany and inlaid wood. Ten luxurious revolving chairs run down each side of the cars, and each chair is supplied with a comfortable hammock. At each end of the car is a comfortable smoking room, fitted with lounges and every convenience for the patrons of the road.

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THE SLEEPING CARS.

Five of the new sleeping cars which will run between Toronto and Montreal have already been delivered and will be put into service on the opening of the through line. Their names are the Chaudiere, Quebec, St. Lawrence, Peterborough and Gatineau. Two others the Montreal and Toronto, will be delivered shortly. They are placed on trucks of the latest and most improved pattern, furnished with the wheels to roll as little dust as possible. The cars are divided into thirteen sections, each consisting of a double upper and double lower berth. The upper berths are finished in carved mahogany and when made up are firmly held in position by a strong wire rope attached to the lower berth. In some of the cars the seats are upholstered with olive green and in others with red plush. The floor is covered with a handsome English Wilton carpet, while the curtains and hangings are of tapestry of excellent quality and of tasty design. The blankets and linens are of the best quality to be obtained and have the words "Canadian Pacific Railway" woven in. Feather pillows and comfortable spring mattresses complete the furnishing of the berths. Like the other cars they have double windows, the

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the car are also provided, so that the windows can be open both day and night without any of the usual discomforts attendant on being open windows. Light is furnished at night from five large chandeliers each holding two lamps with large shades. At one end of the car is a ladies' dressing room, which is fitted up in a similar manner to those in the parlors and saloons, and can be converted into a saloon when necessary. Every fixture in the car is hammered gold, which will neither rust nor discolor through use. This includes the water pumps and taps in the lavatories, and the arms of the seats. Baker beaters at each end supply the pipes running down each side of the cars with hot water in such a manner that the temperature of the car can be properly adjusted. The interior wood-work is of all of polished mahogany except the headlining, which is of hard maple, beautifully decalcomaniated. In most of the cars French plate-glass mirrors are placed between each pair of windows, and four polished mahogany tables are furnished for the use of passengers. The sleepers were all built and equipped by Barsey & Smith, of Dayton, Ohio, and are among the most perfect specimens of the car-builders' art.

Peterborough

August 1884

Tired Women.

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refuse to open to the public, prostrated as
were the wooden awnings some years ago.

The Toronto Excursion.

A very large number arrived in town by the O. & Q. on Monday with the annual excursion of the Sons of Scotland, Toronto. The first train arrived at 12 30 with a dozen well-filled coaches. The second train, with nearly as many excursionists, arrived at 1 20. After dinner the members of the Robert Bruce Camp of the Sons of Scotland, headed by the Massey Manufacturing Company's Band, marched to Central Park, where a programme of Scottish sports and games was carried out. Several of our merchants honored the visitors by decorating their places of business. Messrs. Fair, VanEvery & Co. made an elaborate display, also, Mr. J. Hackett, A. McNeil and John Erskine, while the members of the local St. Andrew's society showed the customary courtesies to their brother Scots. The party, which numbered about 1400, got off safely on two trains at 6 30 and 7 o'clock.

August 1884

Peterborough.

Warning.

The most suddenly fatal diseases of Summer and Fall are the various forms of Bowel Complaints which Dr. Fowler's Extract of Wild Strawberry will promptly remedy.

33-3t

Take Your Prescriptions

And Recipes to Morgan's Drug Store and
have them accurately compounded to your
satisfaction. Find Morgan's Drug Store.
Telephone connection.

AUGUST 28, 1884.

Volum

nd argued that a couple of night watchmen could have acted as a deterrent. It was possible to insure against fire but not against robbers. Two night watchmen were necessary. The present police force had all they could do.

Mr. Rutherford pointed out the necessity of night watchmen.

Mr. Green pointed out that the matter had been referred to the committee on appointments. They had done nothing and he council should, as this meeting was called specially for the purpose, decide and take immediate action.

Mr. Yelland doubted the usefulness of night watchmen for preventing fires. He could not be in favour of two men anyway. Referring to the lock up and the demand for a new one, he said the present one was good enough for the unhung scoundrels who set places on fire.

Mr. Kendry thought one man was utterly useless at night.

Mr. Allen thought the present force had enough to do.

Mr. Davidson moved, seconded by Mr. Cahill, in amendment that the two assistant constables take the duties of night watchmen alternately, their duties to begin and terminate at 12 o'clock, and that they take weekly or fortnightly turns of night duty.

Mr. Cahill said it would not do the police force any harm to take the duties alternately at night. It was not fair to burden people who had no money, with taxes to pay for watching other people's money.

Mr. Douglass moved in amendment to the amendment, seconded by Mr. Yelland, that our night watchmen be appointed to go along with one of the assistant constables.

Both amendments were lost and on the original motion being submitted, Mr. Davidson raised the point of order, that as it involved an expenditure of money, it would require eight members voting affirmatively

Visit of the York Pioneers.

CORDIAL CORPORATE WELCOME ACCORDED.

Address and Reception During the Town-Flattering Remarks of the Visitors.

On Tuesday at noon the first train, consisting of five coaches, having on board the first instalment of the excursion of the York Pioneers, of Toronto, arrived at the O. & Q. station. At 1.20 the second half of the party arrived in five more coaches. The party, which numbered about 600, was met at the station by Acting Mayor Rutherford (Mr. Cox being absent at Sturgeon Point), the members of the Council, a large number of leading citizens, the Fire Brigade and the Fire Brigade Band. The officers of the Society, who were Rev. Dr. Scadding, President; Wm. Rennie, 1st Vice-President; John Watson, Eli Crawford and John Smith, Vice-Presidents; W. H. Doel, Treasurer; R. Playter, Secretary; and Wm. Lee, Secretary of the Committee, were conducted to carriages provided by the Town Council. A procession, headed by the Fire Brigade Band, and composed of the Fire Brigade, Toulmin's band (accompanying the excursionists), and a line of fifteen or twenty carriages, proceeded to the Court House Park. The reception party and the Pioneers assembled in the pavilion. There were, besides, on the platform, Rev. J. W. Butcher, John Burnham, M.P., Joseph Walton, Drs. Boucher and Burritt, John McNaughton, ex-Councillor, and others.

Mr. Rutherford read the following

ADDRESS.

To the President and Members of the York

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THE FIRST-CLASS CARS.

All the new cars have been painted the light reddish brown which is now the regulation Canadian Pacific color. All the first-class cars are fitted up with double windows and have an additional luxury in the shape of a lavatory at each end, and are furnished with the Spear heater. A few which have been built at Cobourg are lined overhead with bronze and sea-green metal handsomely embossed, forming a beautiful ceiling to the car and have "scratch-backs" to prevent the brakemen from defacing the car when lighting up. The seats are upholstered in red plush, and are made as comfortable as possible, while the backs are locked so that the seats cannot be reversed without the consent of the train officials. All the inner woodwork of both first and second class cars is of polished hardwood. The second class cars are finished in a similar manner to the emigrant sleeping cars now in use, the seats being of alternate strips of ash and cherry.

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Caravans are also provided so that the windows can be open both day and night without injury of the steel domes, which are open to the air. Light is furnished at night from five large chandeliers, each holding two lamps with large burners. At one end of the car is a sitting room, which is fitted up in a similar manner to those in the parlor cars but which can be converted into a saloon when necessary. Every fixture in the car is hammered gold, which will neither rust nor discolor through use. This includes the water pumps and taps in the lavatories, and the arms of the seats. Baker heaters at each end supply the pipes running down each side of the cars with hot water in such a manner that the temperature of the car can be properly adjusted. The interior wood-work is of all of polished mahogany except the headlining, which is of hard maple, beautifully decalcomaniac. In most of the cars French plate-glass mirrors are placed between each pair of windows, and four polished mahogany tables are furnished for the use of passengers. The sleepers were all built and equipped by Barley & Smith, of Dayton, Ohio, and are among the most perfect specimens of the car-builders' art.

The excursion of the Postmen to Orillia on Thursday (to-day) will be one of the finest of the season. The most complete arrangements for comfortable to the comfort of the excursionists have been made. The Locomotive will be a decided attraction. In fine, better value, for a \$1.00 excursion ticket was never offered.

O. & Q. The Ontario and Quebec Railway will be opened to Ottawa on Monday of next week. The authorities are now busy preparing the time card. For some days now trains have been running as far east as Norwood, and have been well patronised, but next Monday will see through trains from Chicago to Montreal by the Credit Valley and the Ontario and Quebec.

Locomotive and Fire. On Tuesday the ties on a flat car, comprising the mixed afternoon train from Norwood on the O. & Q. Railway, took fire from a spark from the engine, next which it was coupled. The spark got in the bottom of the load and the end of the train started up a bank before it was discovered. The train was stopped about three miles east of town and the burning car dumped off.

turned paper, put in place in Mr. H. W. Watson's best style. An electric lamp has also been placed in the shop, whose brilliant light admits of the display and inspection of the splendid stock as well by night as by day. His stock of fine jewelry, A. I. watches, and every variety of the best silverware, is most complete, and is offered at prices which when known, present an almost irresistible temptation to buy. Mr. Muncaster's jewelry establishment is one of the finest between Toronto and Montreal, and will richly repay a visit.

A Frightful Accident.

On Monday morning Daniel McCabe, son of Mr. James McCabe, Lake street Ashburnham, engaged in packing shingles in Hazlett's saw mill, began the week in a very unfortunate manner. He had occasion to go into the basement of the mill and by some means, he got his left hand entangled in a big bolt. The result was the little fellow's forearm was literally twisted and torn off at the elbow, and the muscles of the remaining portion of the arm were torn off in shreds, the muscles being pulled out by the roots, that is dragged from their tendinous attachment at the wrist. The little sufferer, who however did not seem to feel any immediate pain, was when found by Mr. Wm. Davidson, standing leaning against a post in a sort of dazed condition. The

trophy cup, presented by him for competition by Lacrosse Club at Dyl-Wild-on-Dominion Day, will be played for on July 1st and August 1st on the Ashburnham grounds. At Idro-Wild, the Peterborough Lacrosse club won the first of the three heats necessary to the possession of the trophy, by no club appearing against them, but they have generously waived their right to this heat, and will start again in the contest. At the same time another trophy, entitled the "H. Calcutt Brewery Cup," valued at \$75, will be played for by junior lacrosse clubs. We understand that arrangements have been made with the Grand Trunk and Canada Pacific Railways for the conveyance of clubs desirous to enter into competition at reduced rates. Of course the local clubs will be on hand to assert their claim to both cups, and outside clubs will be also tempted by the splendid trophies offered to secure possession of them. Everything being favorable, a grand hand to enhance the enjoyment of the excursion. Mr. Robert Wilson had charge of the arrangements, and it was largely due to him and his cordial assistants, many prominent members of other churches, that St. Andrew's Sunday School excursion was the magnificent success it proved to be.

Arrangements for the Art Exhibit. Arrangements for this exhibition, of which we made mention in our last issue, are progressing favorably, and there is promise of a good collection, both of works of art (painting, engraving, etc.) and curiosities. Any one who may be interested are invited to help the committee in making the collection, and any possessors of articles of the nature required would do a great kindness by loaning them.

Arrival of the Orphans. On Monday the first detachment of children for the Hazel Brae Branch of Dr. Barnardo's home arrived safely by Grand Junction express in Peterborough. The number was 130

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Peterboro

1884

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T. O. & Q.

The Ontario and Quebec Railway will be opened to Ottawa on Monday of next week. The authorities are now busy preparing the time card. For some days accommodation trains have been running as far east as Norwood, and have been well patronized, but next Monday will see through trains from Ottawa to Montreal by the Credit Valley and the Ontario and Quebec.

Montreal Trains on Friday

On Tuesday the 1st on a flat car, composed of the unused afternoon train from Norwood on the O. & Q. Railway, took fire from a spark from the engine, next which it was coupled. The spark got into the bottom of the load and the speed of the train started up a brisk blaze before it was discovered. The train was stopped about three miles east of town and the burning car dumped off.

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St. Andrew's Sunday School Excursion.

The excursion of the St. Andrew's Sunday School to Norwood on Tuesday was a charming success. Five O. & Q. coaches carried about 250 excursionists. The reception of the party by the Norwood people was extremely hospitable. The villagers had prepared Mr. Grever's grove, near the village, a beautiful wood, for the excursion party, by erecting seven tables and three awnings, providing cold and hot water, conveying free to the grove, about half a mile from the village, the baskets and implements of the visitors, and in fine, doing everything with a free hand to enhance the enjoyment of the excursionists. Mr. Robert Wilson, had charge of the arrangements, and it was largely due to him and his cordial assistants, many prominent members of other churches, that St. Andrew's Sunday School excursion was the magnificent success it proved to be.

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