

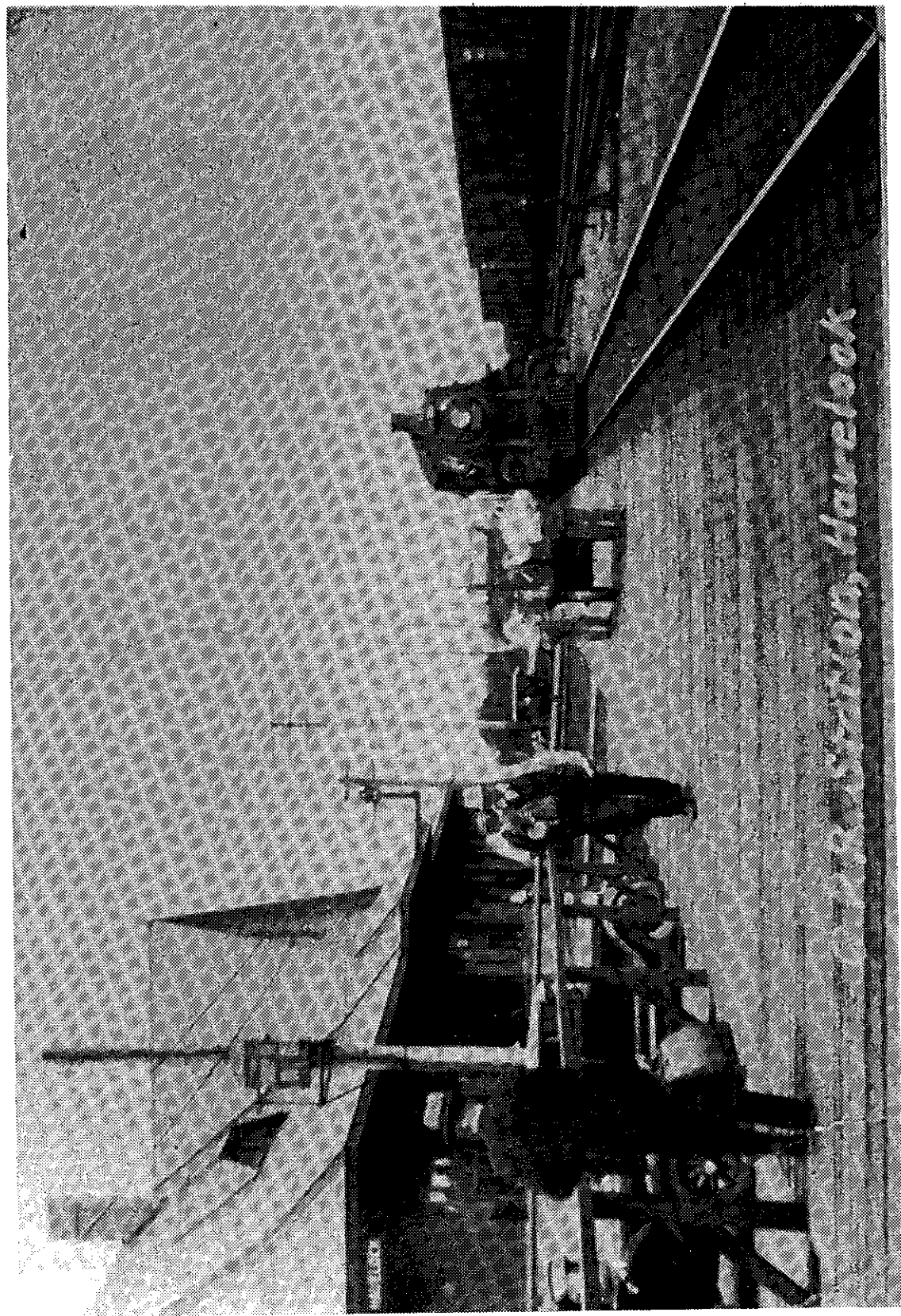
ONTARIO AND
QUEBEC RAILWAY
DIARY

No. 1

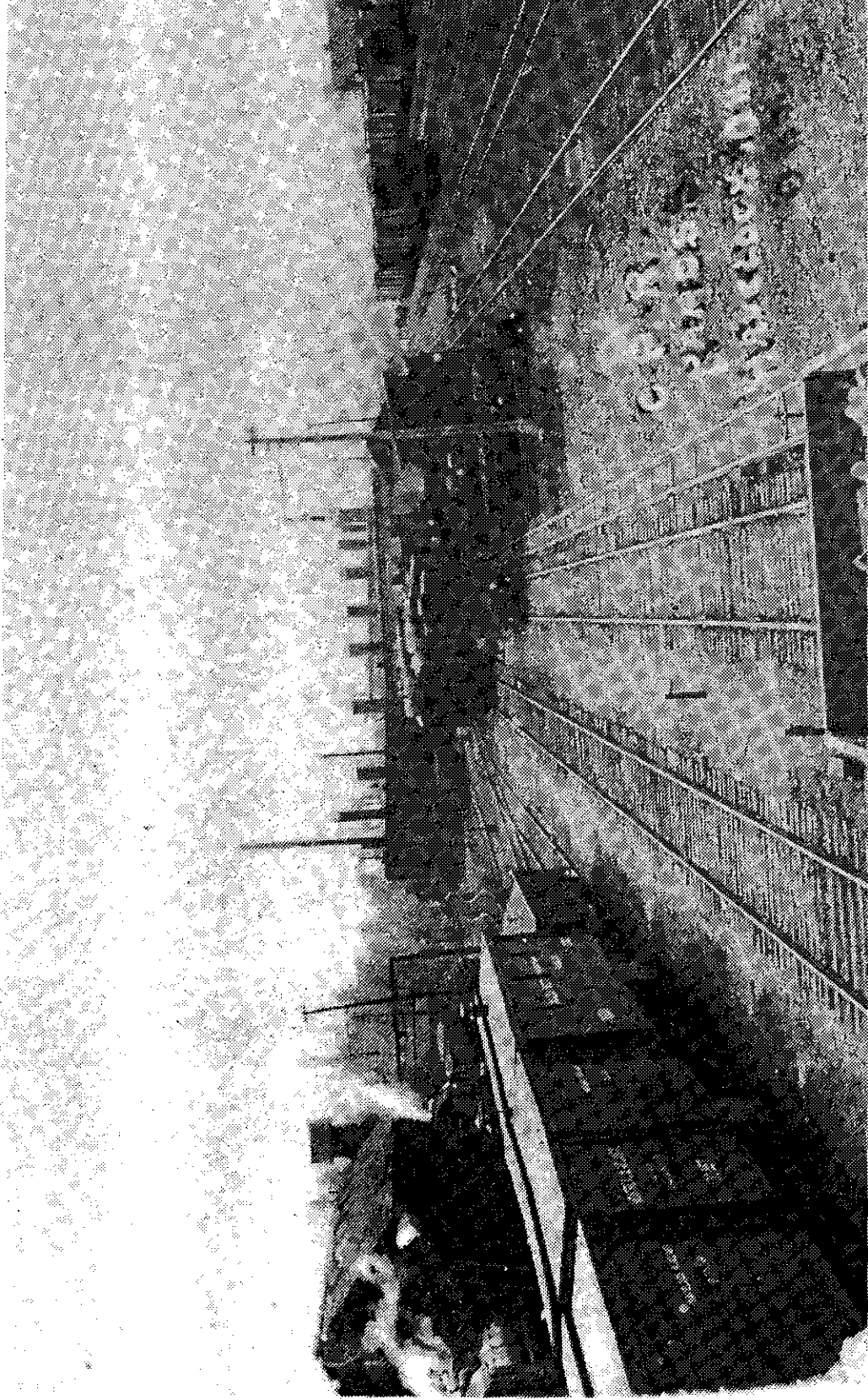
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Havelock Through The Years

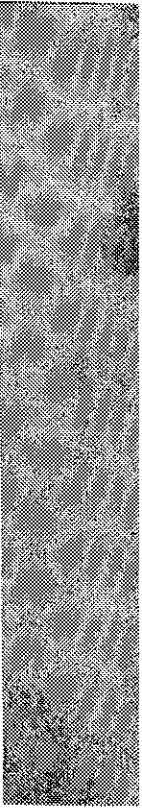
HAROLD R. HUNTER



Activity about 3:45 p.m., approximately June 10, 1935, at the Havelock station, the afternoon train, #35, making a short stop on its way to Toronto. Baggage is being attended to by a C.P.R. employee, and Mr. F. McAdam is taking the "east mail" to the post office. A passenger is making his way to board the train. Note the cars of the 1930's parked behind the railway platform.

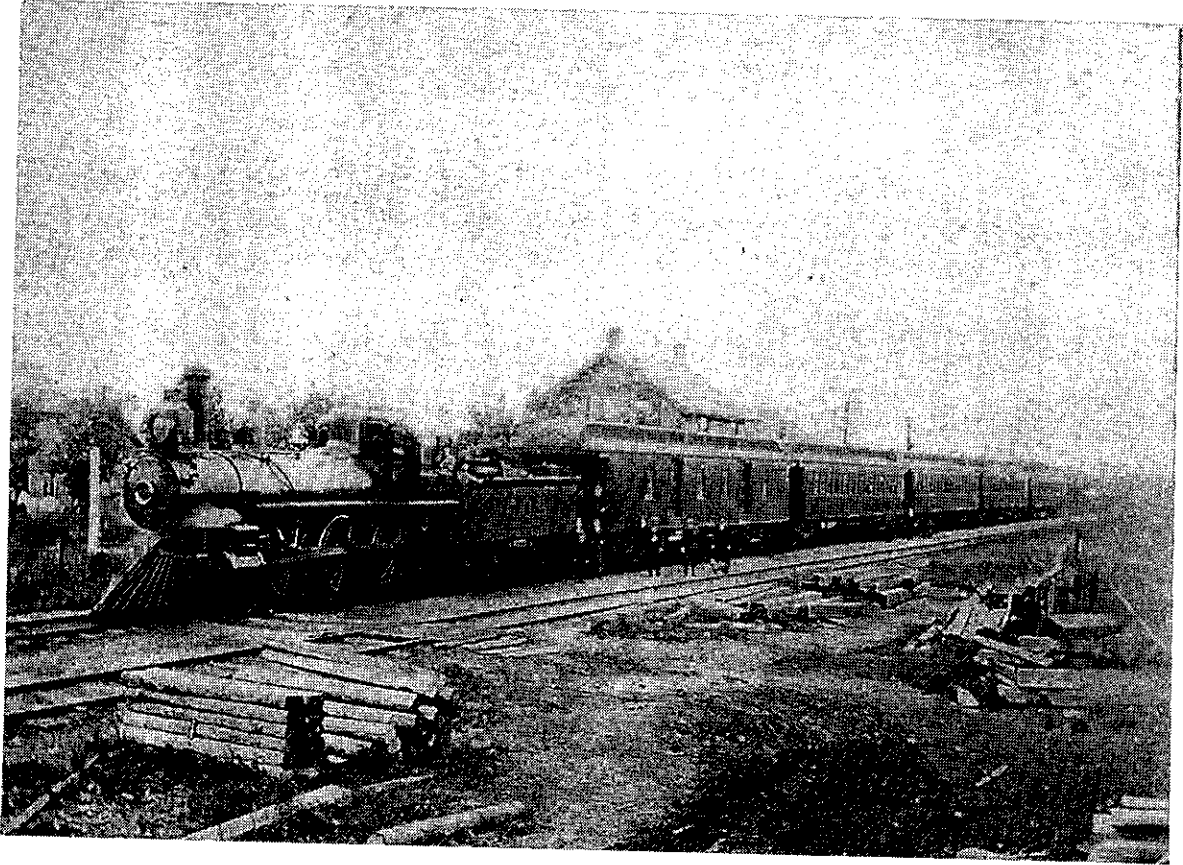


C.P.R. yards facing west showing the "rip" or repair track with the roundhouse with all its stacks for stored locomotives, c. June, 1929. The Armstrong Hotel can be seen to the distant right.



Jeweller, Miss McCarthy, Milliner, S.S. Joyce, Saddlery, Phillips Bros. Hardware, Charles Brewster Flour and Feed, Lizzie Tucker, dressmaker, John Glenn, shoe repair, William Wemp livery, Tom Cummings, Robert Warren, Tom McQuaid

blacksmiths, and Attie Wilde Sr. woodworking. A roundhouse to service steam locomotives was built. The small station was moved to a site just west of where the present station stands to be near the roadhouse, leaving the businesses at the west end.



This picture was taken about 1900 of the afternoon train arriving at Havelock at 4:20 p.m. from Smiths Falls. The train crew has changed and is ready to go to Toronto. Note the mail baggage car and the wooden coaches. The frame station was replaced in 1929 by the present brick building.

In 1884, the C.P. Railway was completed through this area to Smiths Falls, and opened for traffic on July 1st. Havelock was officially made a division point as halfway between Toronto and Smiths Falls. A large C.P.R. boarding house, built south of the tracks to house the railway workers, was later destroyed by fire.

The first system of paying the railway employees was by a pay rail car which travelled to each area once a month. The workers were paid with gold and silver. This system was later changed to a monthly cheque system. Since there was no bank here, the Union Bank situated at Norwood

sent two staff members to look after the local payroll. Later wages were paid semi-monthly and a branch of the Sovereign Bank was established in Havelock. A grain elevator was built in 1887 near the old section house, by Rosborough and Rorke of Norwood. Later J. L. Squire and sons of Norwood used it for a flour and feed store. It was destroyed by fire in 1917. A large ice house to store ice was built by Swift and Company Meat Packers of Chicago in 1889, along the main line about where the Havelock Co-Op was situated before it burned. This ice was needed to refrigerate dressed beef shipments transported by rail from Chicago, Omaha and Kansas City to cities in the New England