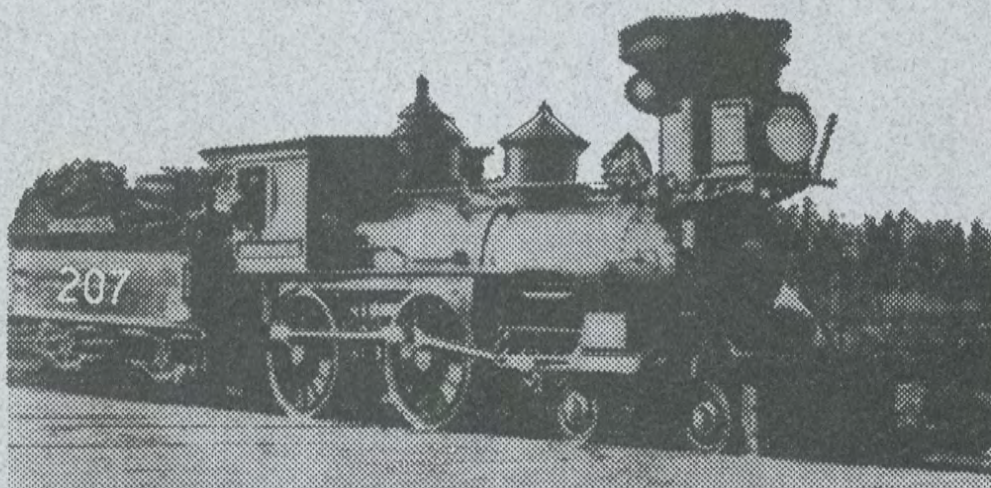


PACIFIC EXTENSION

OTTAWA - LAKE NIPISSING



The Building of the Canada Central Railway

Wayne Tasse

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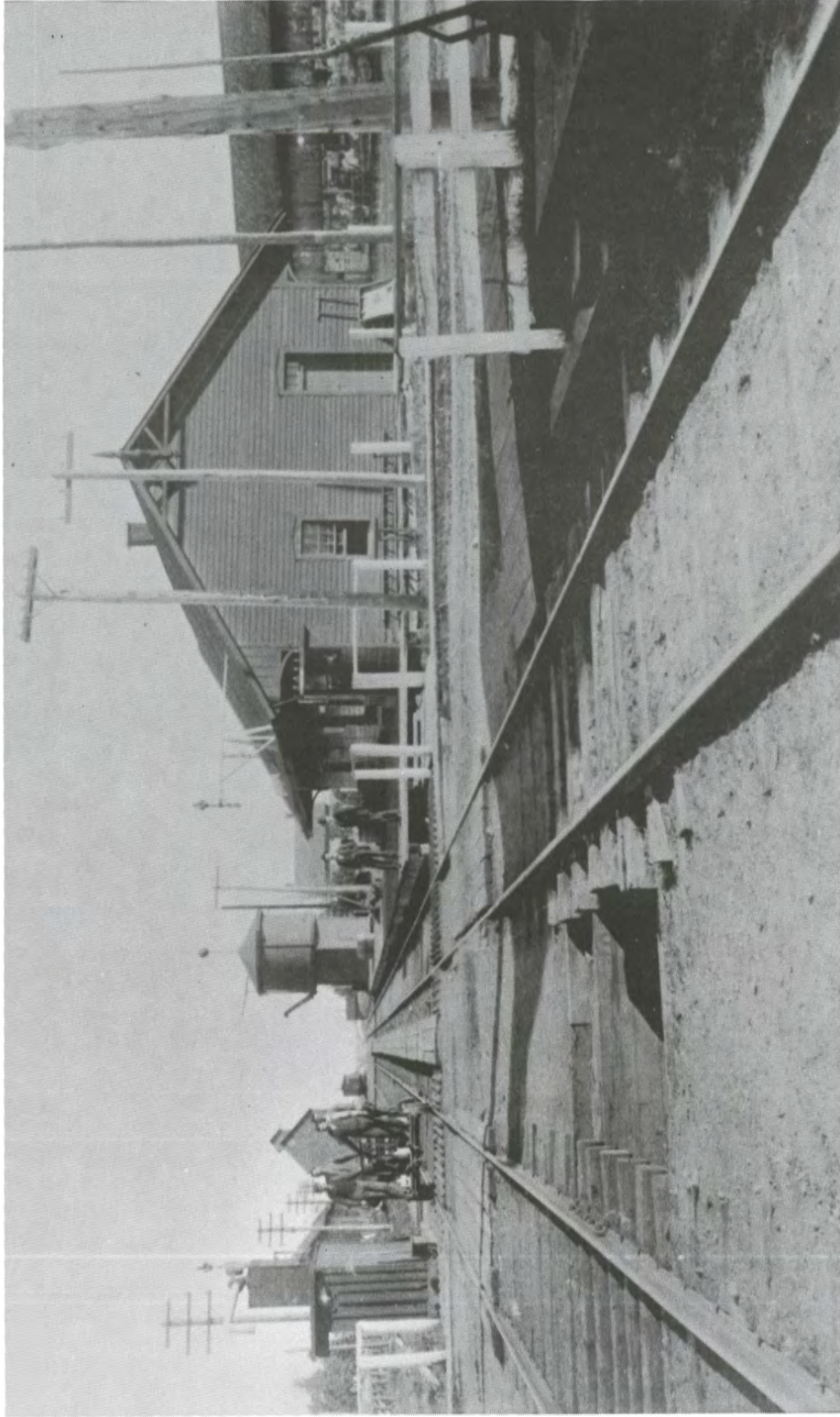


Photo: Canadian Pacific Corporate Archives

The Canadian Pacific Railway station (ca. 1900) at Stittsville.

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by

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Tables

	<i>Page</i>
<i>Population of a sampling of municipalities in 1880</i>	<i>30</i>
<i>Canadian Pacific Railway Time Table for its transcontinental rail route for the year 1892</i>	<i>37</i>

Preface

The spelling of place names in this book conforms to that used during the period in question. Several place names have changed completely since then but have not been noted here.

The maps in this book came from various sources. The maps on the two pages identified as "CC Ry" were copied from a map included in the Canada Central Railway File. (National Archives of Canada, call number RG43 Vol. 355)

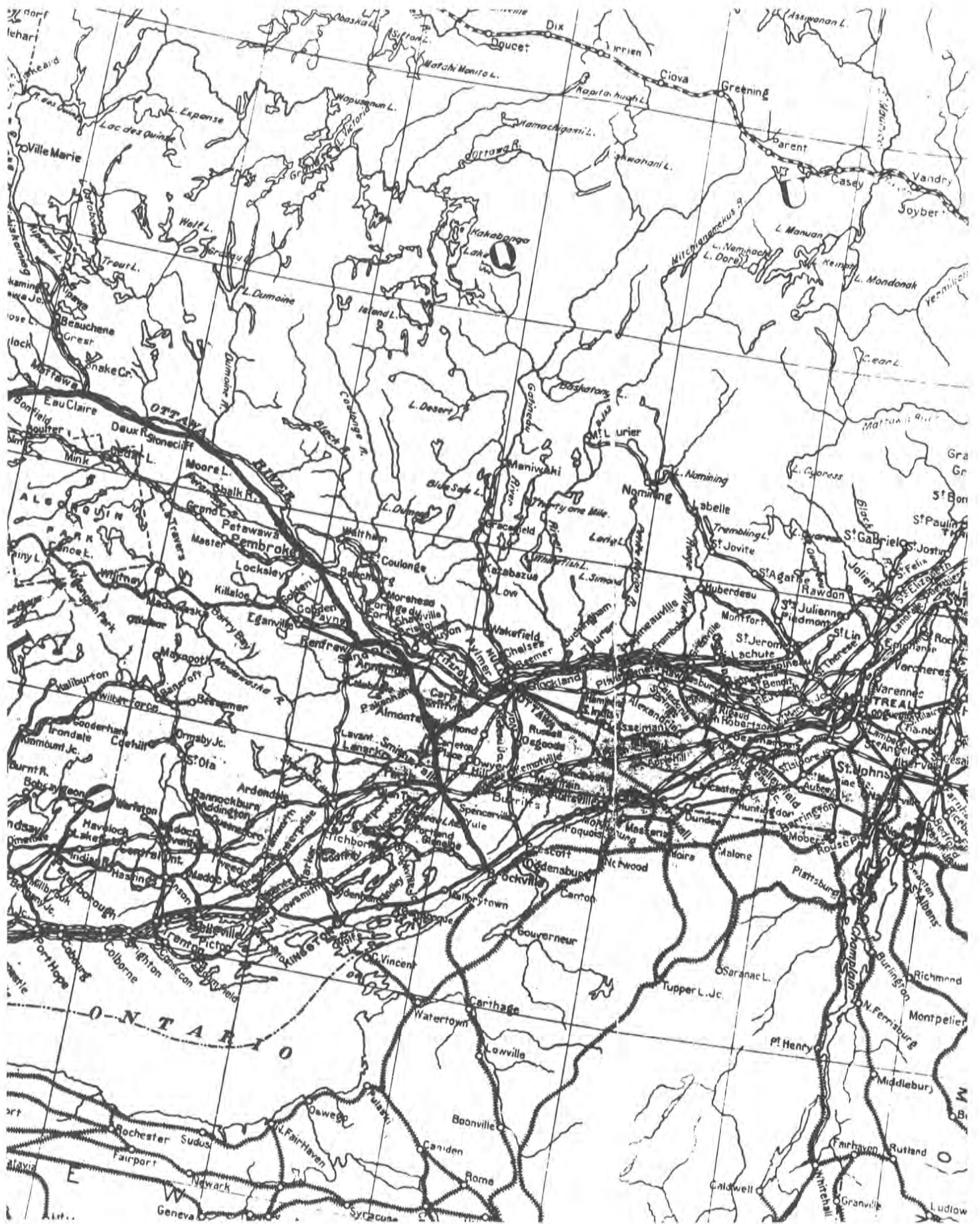
A map identified as "O.-H. West" was copied from a map of the City of Ottawa and vicinity, drawn by F.C. Askwith and published by Guy R. Dale in 1915. (National Archives of Canada, Map division, call number HI/440/Ottawa 1915/1)

The maps on the three pages identified as "Survey of M & COJ Ry" were included in a report on the survey of the Montreal and City of Ottawa Junction Railway by Charles Legge and printed by the Montreal *Herald* in 1871. (National Library call number HE 2807 L44)

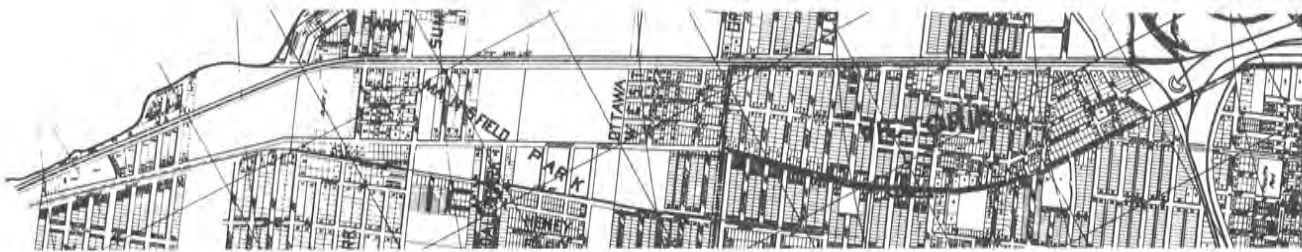
A map identified as "O.-H. Rail" was copied from a map of Ottawa, Hull, and suburbs and published by Mortimer & Co., Ottawa, in 1887. (National Archives of Canada, Map division, call number R HI/440 Ottawa 1887)

The maps on the two pages identified as "SP No. 57" were copied from the House of Commons Sessional Papers, 40 Vict. No. 57, 1877. (National Archives of Canada, Government documents, call number YSI Vol. 10 No. 8 C1)





Map detail from CC Ry. 1918 (NAC. C141341)



Map detail of O.-H. West, 1915 (NAC, NMC16998 1/2)

This map shows the original alignment of the Canadian Pacific (former Canada Central Railway) main line between the railway crossing at the Richmond Road and Ottawa's west end terminus. The line through this area was placed between the Ottawa River (not shown) and the Richmond Road.

and Ottawa for the past several years. Despite Bolckow and Vaughan's considerable influence in England, it was impossible to sell Canadian railway securities there since so many Canadian railways, the Grand Trunk in particular, had failed to pay even the interest on their capital.²⁶

Bolckow and Vaughan decided that the 28 miles between Ottawa and Carleton Place was all that they could successfully finance.²⁷ The official ground-breaking ceremonies took place on August 14, 1868, at the Hyde property on Richmond Road about three miles west of the city.²⁸ The ceremony was repeated at Carleton Place on August 26.²⁹

The construction of the Ottawa - Carleton Place section consumed over two years. In the first year a small workforce was employed to clear trees and brush from the right of way, and contracts were given to excavate two long rock cuts, the first a few miles west of Ottawa and the second leading to the station grounds at Carleton Place. Both were nearing completion in August 1869. While this work was progressing some three miles west of Ottawa, negotiations continued in an effort to find a line into the city acceptable to both the city and the railway. Two lines were surveyed between the crossing of Richmond Road and Ashburnham Hill, one running along the road and the other skirting the foot of the hill. The city objected to both lines and suggested a third to the south of the hill, prolonging negotiations and delaying the railway's entry into the city.³⁰ Harry Abbott resigned from the Canada Central in the fall of 1869 to take the construction contract to build the superstructure of the line. The contract provided for the line to be completed by the fall of 1870, but the great demand for labour created by the number of

railways and other works in progress, as well as the Fenian difficulties, led to a strike and serious labour shortages slowing construction.³¹

Montreal Extension

By the spring of 1870 the municipalities of Mile End, Ste. Therese, St. Jerome, Two Mountains, Lachute, St. Andrews, and others had pledged subsidies to the Canada Central, conditional on the completion of the line between Ottawa and Montreal. However, a competition developed between the Canada Central and the Montreal Northern Colonization for a large subsidy offered by Montreal. The municipal government had offered to subsidize a railway building into the Ottawa Valley,³² but given the choice it preferred the Montreal Northern Colonization's line as it ran entirely through Quebec and thus would open that region to settlement. This was the deciding factor in the Canada Central's failure to build that section. Although a preliminary survey and some work had been completed between Ottawa and Vaudreuil, the Canada Central suspended all work east of Ottawa and agreed to cooperate with the Montreal Northern Colonization in its efforts to secure the Montreal subsidy. The Montreal Northern Colonization Railway (chartered on April 5, 1869) was authorized to build from Montreal to Grenville to unite with the Carillon and Grenville or continue beyond that point towards Ottawa to unite with the Canada Central or any other railway building from Ottawa towards Montreal.³³

Preparing for Western Expansion

The Brockville and Ottawa petitioned the legislature of the province of Ontario to allow it to sell its line between Carleton Place Junction



Photo: National Archives of Canada, Neg. No. PA149070

Canadian Pacific Railway engine No. 227 (ca. 1885-95). Before the Canadian Pacific takeover in 1881, this engine was the Canada Central Railway's No. 27, built by Taunton Locomotive Manufacturing Company of Taunton, Massachusetts, in 1870. This engine was originally the Canada Central's No. 2, *John G. Richardson*, which was used to construct the Ottawa - Carleton Place section.

and Sand Point to the Canada Central, but this was refused, mainly because of the implications it could have on a land grant available to the Canada Central.³⁴

The Canada Central charter was amended on May 12, 1870, to give the company a five-year extension to complete the railway. Under the new British North America Act the federal legislature could not renew the land grant (this was now a provincial jurisdiction), and the government of Ontario refused to do so. Permission was granted for the Canada Central to amalgamate with the Montreal Northern Colonization (the amalgamated company to be called the Ottawa Valley Railway Company) and to convert its railway to the standard gauge track of 4 feet 8½ inches, if

they chose to do so.³⁵ The Brockville and Ottawa and the Canada Central were among the last railways in Canada to use the broad gauge track of 5 feet 6 inches.

Construction Continues

By July the Ottawa - Carleton Place section was nearing completion. The stations in Ottawa, Bells Corners, Stittsville, Crams (to serve Appleton), and Carleton Place were all complete. Several miles of track had been laid to the broad gauge to be compatible with the Brockville and Ottawa, and ballast was being spread along the right of way.³⁶ By mid-August the track was laid between Bell's Corners and Carleton Place, although some culverts remained unfinished.³⁷



Photo: Aubrey Mattingly Collection, Smiths Falls Railway Museum

A view of the station at Carleton Junction (in Carleton Place), belonging to the Canada Central and later the Canadian Pacific Railway. The trees on the left obscure the end view of the Carleton Place station. Also see page 39.

The Canada Central had two new engines at work along the line, the No. 1, *H.W.F Bolckow*, and the No. 2, *John G. Richardson* (named for the road's president), built by the Taunton Locomotive Works of Taunton, Massachusetts. The No. 3, *H. Abbott*, had been ordered from the same manufacturer but had not yet been received.³⁸

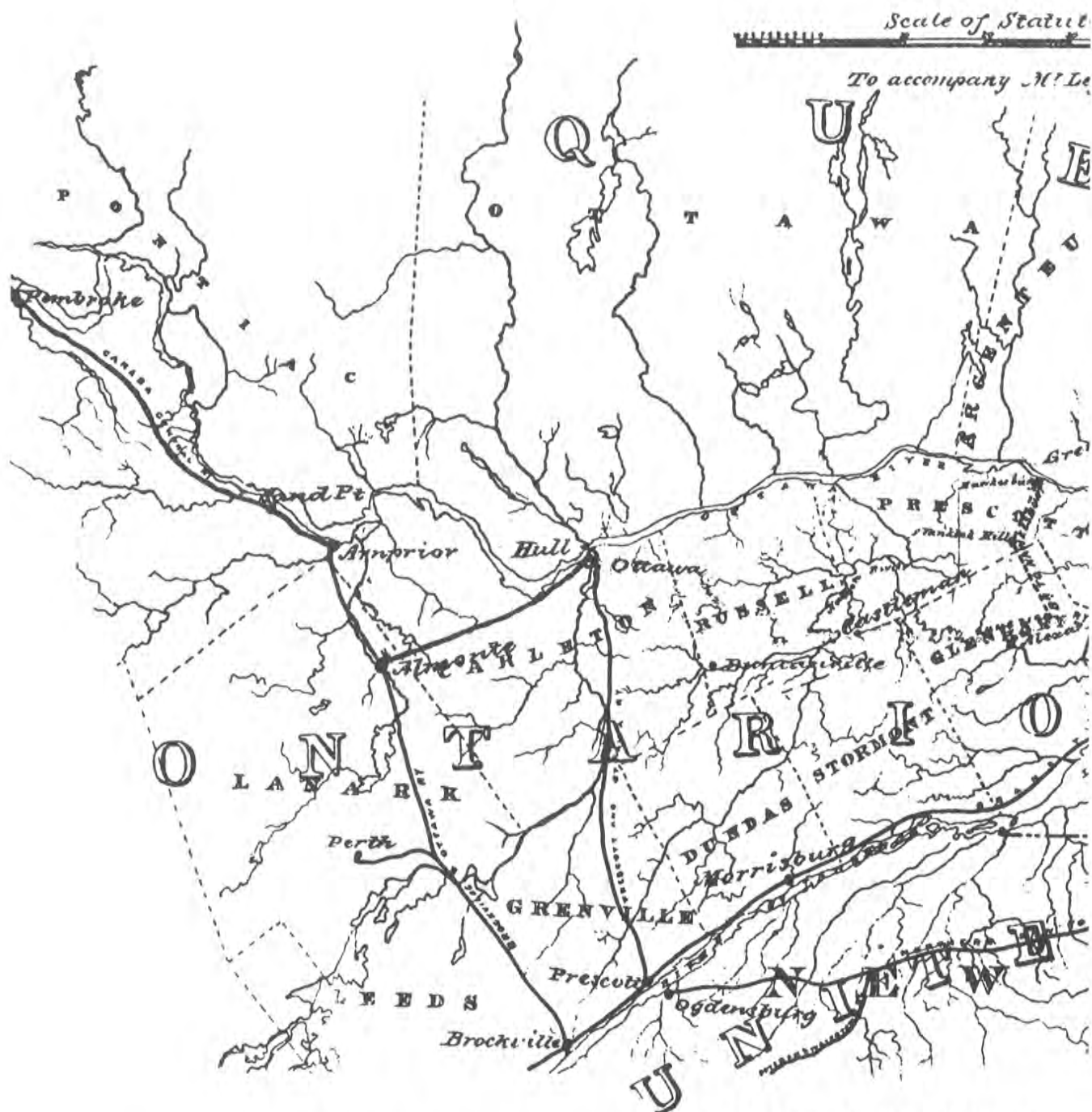
Negotiations resulted in an agreement to amalgamate the Canada Central and the Montreal Northern Colonization, and a memorandum of the deed of amalgamation was read and approved at the Canada Central's annual meeting on August 13, 1870. A committee was appointed to negotiate the terms of the amalgamation but the negotiations were unsuccessful. Several attempts were made to amalgamate the two railways over the years, but none succeeded as the Province of Quebec was always willing to grant large subsidies to the Montreal Northern Colonization to build exclusively through that province.³⁹

The formal opening of the Canada Central took place on September 15, 1870, when an eight-car excursion train left the Chaudière

station in Ottawa's west end for a trip to Sand Point, a distance of 58½ miles (the Carleton Place – Sand Point leg being made on the Brockville and Ottawa's track). Regular service began on the 16th.⁴⁰ The Chaudière terminal included a freight shed with several tracks leading to the Chaudière's lumber mills.⁴¹

Land Grant Controversy

The Canada Central officially opened the Ottawa – Carleton Place section a day before the expiration of the land grant fixed by the charter of 1861 (extended in 1865). The railway created a political furor when it applied for the land earned under the terms of the charter. The application was bitterly opposed by the government of Ontario on the grounds that as the only part of the railway built under the Canada Central charter it could not be considered a railway to Lake Huron, a condition specified in the charter. Ontario also pointed out that it felt no obligation to carry out the commitment as it was the former colonial government who had granted the land. The railway sought help from the courts when the province refused to comply with the terms of the



Map detail from survey of M & COJ Ry. 1871 (NL18420)

This map is included in the report on the survey of the Montreal and City of Ottawa Junction Railway and together with the section on page 19 is the complete map. It provides a rough idea of the Canada Central system between Pembroke, Ottawa, and Brockville before construction of the western section began. Other railways shown include the Prescott and Ottawa (Bytown and Prescott) between Prescott and Ottawa, a section of the Grand Trunk from Brockville eastward, and the Northern New York from Ogdensburg eastward. It should be remembered that as of 1871 rail did not extend past Sand Point and the section from Sand Point to Brockville was known as the Brockville and Ottawa Railway. Also, the junction between the Canada Central and the Brockville and Ottawa was at Carleton Place rather than Almonte as shown on this map.

charter. The Court of Common Law, the Court of Chancery, and a re-hearing before the full Court of Chancery confirmed the validity of the land grant.⁴²

Despite these decisions the provincial government had no intention of giving up the land. Pressure from the municipalities that had financed construction of the Brockville and Ottawa and the intransigence of the province forced the Canada Central to accept a settlement. By an order-in-council dated June 27, 1873, Ontario offered to forgive the Brockville and Ottawa's debt to the Consolidated Municipal Loan Fund of Upper Canada, a fund created to help finance certain private and public works, if the Canada Central renounced all claims to the land grant. The Canada Central soon found that the terms were not negotiable. The final agreement was possible because Asa Foster, a railway contractor and politician from Quebec, controlled both roads as of May 31, 1871. In return, the Canada Central accepted financial responsibility for the mortgages that the counties of Lanark and Renfrew, the township of Elizabethtown, and the town of Brockville held against the Brockville and Ottawa, thus relieving these municipalities of a liability incurred when the Brockville and Ottawa defaulted on its bonds. This debt had been created to finance construction of the Brockville and Ottawa. The province then wrote off the debt of approximately \$556,200. In addition, the Canada Central agreed to return the sum of \$100,000 to the Brockville and Ottawa, money advanced during the construction of the Canada Central. The Brockville and Ottawa agreed to spend that sum on repairs and equipment of their line, which had been badly neglected during the Canada Central's construction. The Canada Central also agreed to various other conditions if the Brockville and Ottawa issued mortgage debentures to secure its debts.⁴³ In all, the Brockville and Ottawa advanced \$245,000 towards the construction of the Canada Central; this included all the surplus earnings of the Brockville and Ottawa.⁴⁴

Several charters were granted for railways running within the Canada Central's territory. They included the Pembroke and Ottawa Railway, chartered on February 15, 1871, to build between Sand Point and Pembroke. This company was formed by local merchants in an effort to force the Canada Central to extend its line from Sand Point to Pembroke. The charter did not take effect for one year from the passing of the act and was

to be forfeited if the Canada Central began construction within that time.⁴⁵ Also included were the Montreal and City of Ottawa Junction Railway, to build from Coteau Landing on the Grand Trunk Railway (near Montreal) to Ottawa by way of Alexandria;⁴⁶ the Ontario and Quebec Railway, to build east from Toronto by way of Peterboro and Carleton Place to form a junction in Ottawa with any railway running through the province of Quebec;⁴⁷ and the Kingston and Pembroke Railway, to build from Kingston to Pembroke;⁴⁸ all chartered on April 14, 1871.

Building to Renfrew

In June 1871, the Canada Central completed a preliminary survey between Sand Point and Pembroke, which indicated easy construction on fairly level terrain.⁴⁹ The directors decided to press forward with the extension from Sand Point to Pembroke⁵⁰ and not to continue the railway into Ottawa's centre town. The railway's eastern terminus was placed at the Chaudière station.⁵¹ The Canada Central requested financial aid from the municipalities along the line, but efforts to raise the money were complicated by the Kingston and Pembroke's decision to build a parallel line between the towns of Renfrew and Pembroke. A competition developed between the two roads for local financial support; as a result, the county of Renfrew and the town of Pembroke granted a total of \$150,000 towards construction of the rival Kingston and Pembroke. The Canada Central's close ties with the Brockville and Ottawa greatly affected its credibility in Renfrew County as the Brockville and Ottawa had previously received a large bonus from the County to build to Pembroke over much the same

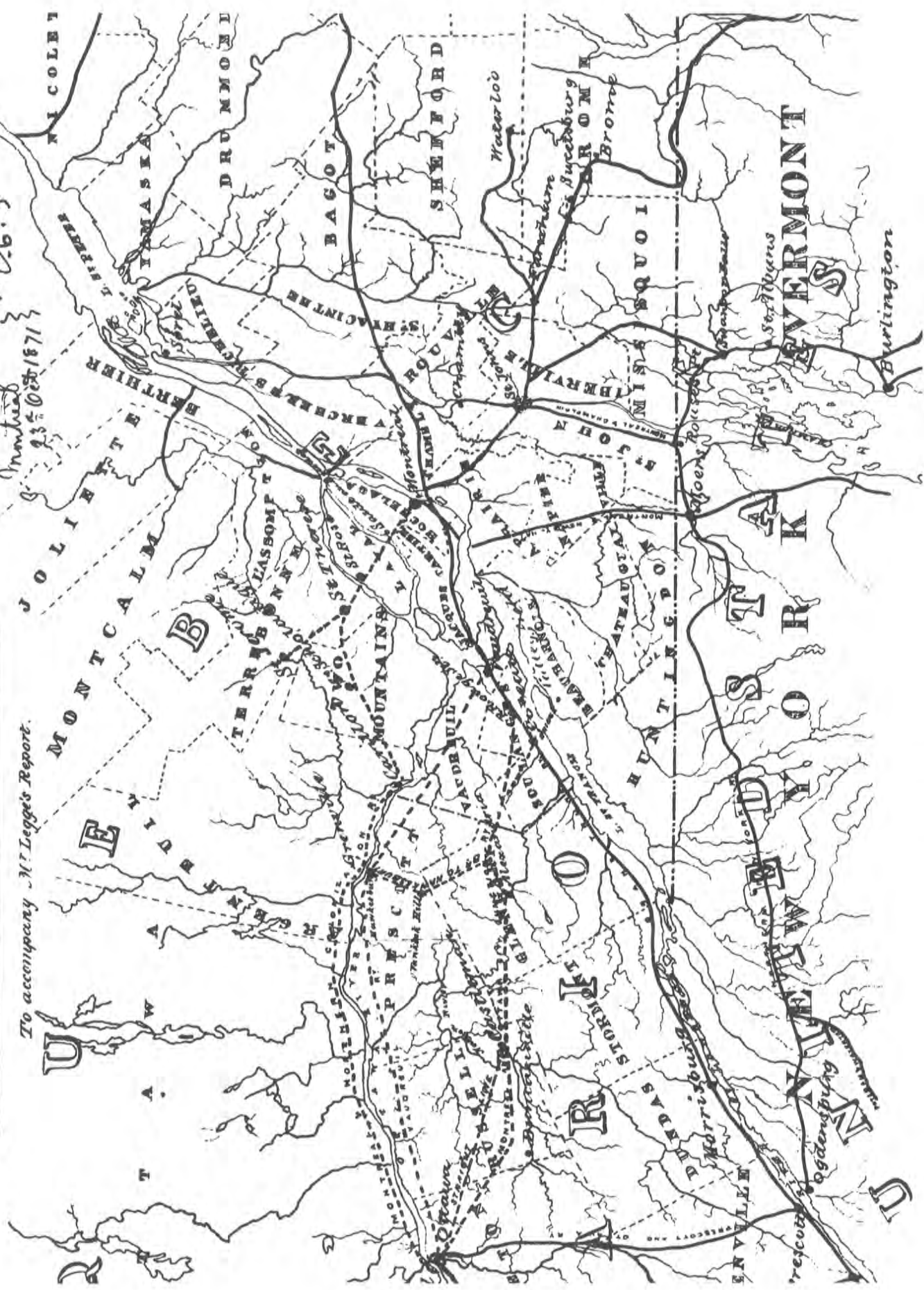
Next page

This map is the main section of the map shown on page 17. The dotted lines between Ottawa and Montreal represent three of the proposed railways chartered between these two cities. The first represents the Montreal Northern Colonization, the second the Vaudreuil Railway, and the third the Montreal and City of Ottawa Junction Railway. The Grand Trunk Railway from Brockville to Montreal and points east, and the Northern New York between Ogdensburg and Rouses Point are the two east-west lines shown. Charles Legge, who signed the map, was a noted civil engineer whose career included employment with the Grand Trunk, the Montreal Northern Colonization, and the Montreal and City of Ottawa Junction Railway.

Scale of Statute Miles.

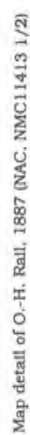
To accompany Mr. Legge's Report.

Charles Legge }
Montreal } C.B.
23rd Oct 1871 }



Four railways can be seen on this map, published by Mortimer and Company of Ottawa in 1887. (1) The Canadian Pacific dominated the area with a line entering Ottawa from the west. This track and the terminus along the Ottawa River were acquired from the Canada Central in 1881. The Canadian Pacific line across the river and the bridge over the Ottawa River were purchased from the Quebec government in 1882 and were previously part of the Quebec, Montreal, Ottawa and Occidental Railway. (2) Entering from the south, a branch line belonging to the St. Lawrence and Ottawa (Bytown and Prescott) ended next to the Canadian Pacific terminus. (3) The Canada Atlantic entered the city from the east and passed the terminal area to reach the lumber mills along the Chaudière falls. (4) An industrial line can also be seen running through the E.B. Eddy Company property across the river in Hull. At the top of the map a line diverging from the Canadian Pacific may represent the proposed Ottawa and Gatineau Valley Railroad Company although very little construction had occurred at this point. In the terminal area, Broad Street provides a buffer zone between the railway and its industrial and residential neighbors.





territory but had failed to do so. After receiving subsidies totaling \$42,500 from the townships of Admaston and Horton and the village of Renfrew,⁵² the Canada Central decided to build only as far as the village of Renfrew in 1871.⁵³ The ceremonial turning of the first sod took place on July 22, 1871, in Renfrew.⁵⁴

By July the right of way was being cleared between Sand Point and Renfrew, and iron had been purchased in England and was in transit.⁵⁵ By November track extended two miles west of Sand Point, but any hope of reaching Renfrew before winter set in was abandoned when a vessel carrying rails for the Renfrew extension sank near Lachine, Quebec.⁵⁶

In February 1872, the Ontario government created a fund to subsidize new railway construction; from this a subsidy of \$2,650 per mile to a maximum of \$119,250 was set aside for the Sand Point - Pembroke extension.⁵⁷

On July 1, 1872, the Canada Central leased the Brockville and Ottawa's main line between Carleton Place Junction and Sand Point for 999 years, thereby joining the two isolated sections.⁵⁸

The Canada Central charter was amended on June 14, 1872, to give the railway authority to divert its line from Renfrew to Pembroke up to seven miles in a direct line south of Pembroke. This power could be used only if the county of Renfrew and the Town of Pembroke did not provide subsidies equal to those offered to the Kingston and Pembroke. The company was also authorized to build a branch line from any point on its main line between Ottawa and Carleton Place to Arnprior and to extend its line beyond Lake Huron to Sault Ste. Marie.⁵⁹

Competing charters given on June 14, 1872, included the Quebec Pacific Railroad, to build from Ottawa, crossing the Ottawa River to Hull and running through Quebec to a point between Portage-du-Fort and the mouth of Deep River, recrossing the Ottawa River at that point to its confluence with the Matawan River. There it was to connect with the Canadian Pacific Railway⁶⁰ (which was chartered the same day⁶¹) and the St. Lawrence and Ottawa (formerly Bytown and Prescott), which had built a branch line from its main line to the Chaudière falls area and whose charter was amended to cross the Ottawa River at that point, running through Quebec by way of

Portage-du-Fort or La Passe to reach Pembroke on the Ontario side and from there to any point on Lake Nipissing, French River, or Georgian Bay to Sault Ste. Marie or Lake Superior.⁶²

Work on the extension did not resume in the spring of 1872. Finally, in September, John Abbott, the railway's president (also future prime minister of Canada and brother of Harry Abbott) inquired whether the people of Renfrew village would make more concessions in order to complete the line. These included a wait of twelve months to settle land claims, an additional loan of \$25,000 from Admaston and Horton Townships and the village of Renfrew, and \$5,000 in stock or prepaid freight charges to be taken by individuals, all of which was agreed to.⁶³

Freight trains began serving Renfrew in early November 1872, but the track had been ballasted for only about six miles and the railway was in no condition to accept passengers. Rain and bad weather delayed work, causing the scheduled opening of the extension to be postponed until the track could be upgraded.⁶⁴ The formal opening of the extension to Renfrew took place on December 4, 1872.⁶⁵

The Pacific Extension

By the spring of 1874 the Canada Central was in a fierce competition with the Montreal Northern Colonization to become the official eastern link in the Pacific Railway. The railway chosen by the federal government was to receive a construction subsidy provided under the Canadian Pacific charter. Of the competing charters granted railways towards Lake Huron, the Montreal Northern Colonization was a formidable opponent as its route was now surveyed from Montreal to the Matawan River, 291 miles, and the Quebec government was anxious to see the railway constructed through the province of Quebec. At the Matawan it crossed into Ontario to a junction with the eastern terminus of the Canadian Pacific Railway near Lake Nipissing before continuing to Sault Ste. Marie and the navigable waters of Lake Superior.⁶⁶ On May 26, the Montreal Northern Colonization received federal permission to build a bridge over the Ottawa River between Ottawa and Hull and to connect with any railway coming to the city of Ottawa, a connection that would make construction west of Hull unnecessary.⁶⁷

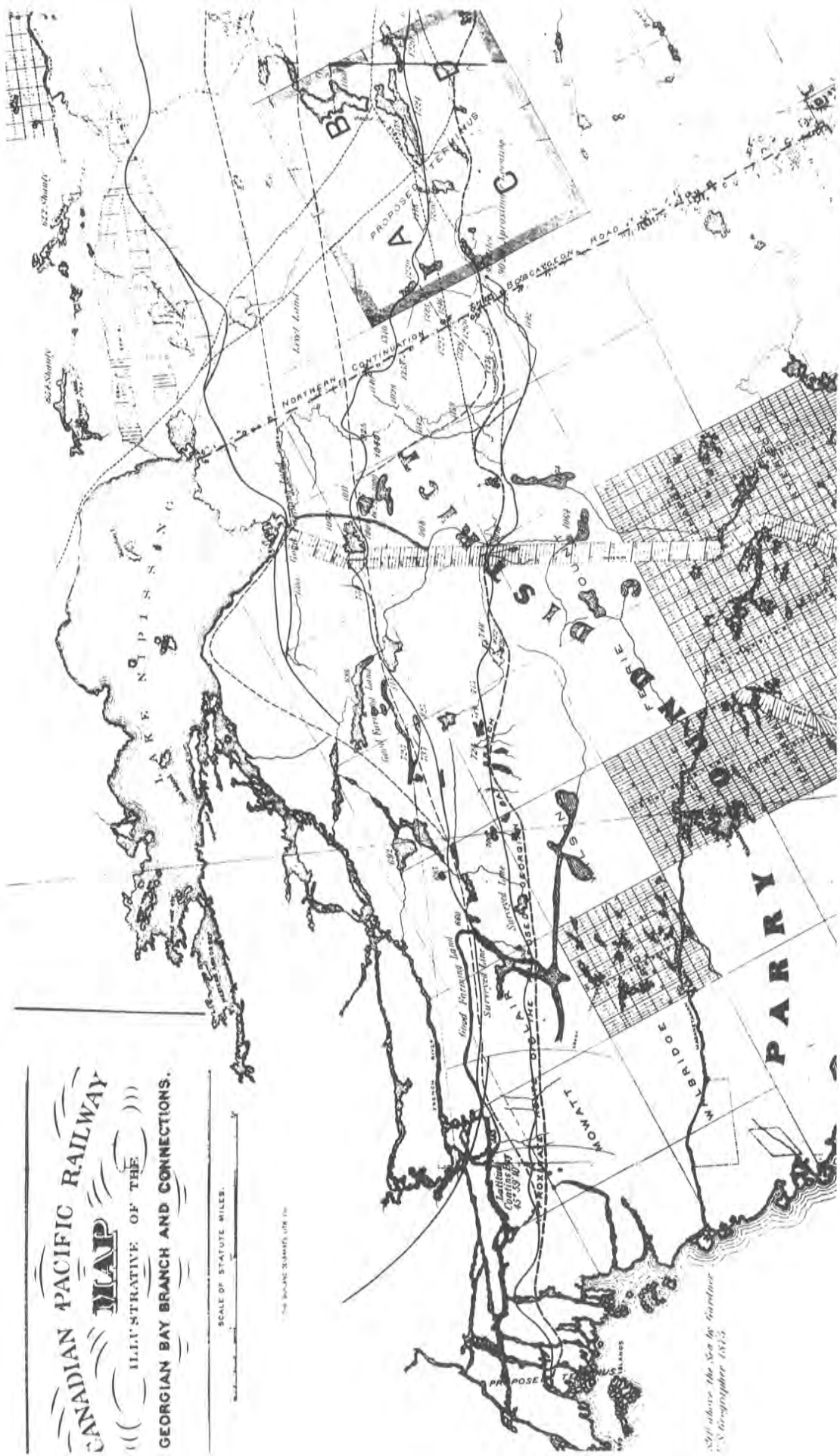
The Canada Central was again without the funds needed to continue construction to Pembroke. A subsidy of \$100,000 was requested from Renfrew County, and it was suggested that the bonus previously offered to the Kingston and Pembroke be transferred to it. This amount was estimated to be enough to complete four miles of the road through the village of Renfrew. This would entitle them to a mileage subsidy from the Ontario government, which in turn would help finance further construction on the extension. This suggestion was taken into consideration by the County Council and a legal opinion on the matter was requested.⁶⁸

With a federal election approaching and the Macdonald government's Conservative party in danger of losing power, a deal was reached between Prime Minister John Macdonald, Hugh Allan, and Allan's legal counsel, John Abbott (also Conservative member for the riding of Argenteuil, Quebec), whereby Allan and his associate G.W. McMullen, acting for American capitalists, would provide financing to the Conservatives for the re-election of the government and their supporters. In return, Allan and his group would receive the contract for the construction of the Canadian Pacific Railway. The ensuing scandal, known as the Pacific Scandal, led to the fall of the Macdonald government in 1873, and Alexander Mackenzie was appointed Prime Minister by the Governor General.⁶⁹ Mackenzie had a radically different concept of the Canadian Pacific Railway and repealed John Macdonald's original Canadian Pacific charter of 1872. On May 26, 1874, he replaced it with an act called "An Act to provide for the construction of the Canadian Pacific Railway." The new Canadian Pacific was authorized to build from a point near Lake Nipissing to the Pacific Ocean in British Columbia, dividing the distance into four sections. The sections could be subdivided, allowing the government to build only the sections between major waterways, creating a transportation system consisting of a combination rail-water route to the West Coast. This act also provided for the construction of a branch railway from the eastern terminus of the Canadian Pacific at Lake Nipissing to Georgian Bay. This branch was essential to reach the navigable waters of the Great Lakes. From this point a long distance could be travelled by water, leaving the construction of a railway through some very difficult country to a later date.⁷⁰

On November 4, 1874, an order-in-council was passed by the federal government under the terms of the new Canadian Pacific charter, granting the Canada Central a subsidy of \$12,000 per mile to build a railway ascending the Bonnechere Valley from the vicinity of the village of Douglas in Renfrew County, through Golden Lake and Round Lake, in as direct a line as possible to Burnt Lake and to the proposed terminus of the government railway at Lake Nipissing (which was also the eastern terminus of the Canadian Pacific), a total of 120 miles. In return for the subsidy, the Canada Central agreed to grant running rights to the Montreal Northern Colonization, the Kingston and Pembroke, and any other companies requesting such rights having their termini on or towards Lake Huron. Payment was to be made for each 20 miles completed or for work extending over a longer distance with a value equivalent to 25 miles of finished roadway.⁷¹

With the eastern terminus of the Canadian Pacific officially fixed (a point in the wilderness) near Lake Nipissing by an order-in-council dated February 19, 1875, the government of Canada entered into a contract with Asa Foster on February 27 to build a railway from Lake Nipissing to Georgian Bay, south of the French River, about 85 miles long, to be called the Georgian Bay Branch. Companies having their termini on or towards Lake Huron were to be given running rights over the Georgian Bay Branch: the Montreal Northern Colonization and the Canada Central were among these.⁷² On March 23, the Canada Central also entered into a contract with Asa Foster to build the western extension from Douglas to Lake Nipissing.⁷³

On April 8, 1875, the Canada Central charter was amended to extend the time to construct the railway by five years, and authority was given to change the alignment of the western extension to the most direct and feasible route from the village of Renfrew (rather than Douglas) towards Lake Huron, and also to build from Renfrew to Pembroke.⁷⁴ The Montreal Northern Colonization was still trying to obtain financing to construct its main line between Montreal and Aylmer. The company petitioned the Canadian parliament to simplify the issuing and securing of their debentures to finance construction. The charter amendment of April 8 granted this and renamed the railway the Montreal, Ottawa and Western Railway Company.⁷⁵ Still another



CANADIAN PACIFIC RAILWAY
MAP
ILLUSTRATIVE OF THE
GEORGIAN BAY BRANCH AND CONNECTIONS.

SCALE OF STATUTE MILES.

Map above the Sea by Gardner
S. S. Gardner 1875



This map shows the general location of the three projected routes and the surveyed routes of the Canada Central extension and the Georgian Bay Branch that were eventually abandoned in favor of a new route. From east to west, the solid line at the top of the map represents the Pembroke and Mattawan Road; the lines consisting of large dashes represent the general location of the Canada Central's proposed North Line, Middle Line, and South Line; and the solid line paralleling the South Line is the surveyed line of the Canada Central Railway extension. From west to east, one more line to be noted is the surveyed line of the Georgian Bay Branch, represented by a solid line.

railway, the Quebec and Lake Huron Direct Railway, received a charter on April 8 to build from Quebec to Lake Nipissing and to the mouth of the French River on Lake Huron mainly through the province of Quebec.⁷⁶

In an effort to find a practical connection between the Montreal, Ottawa and Western and the Canada Central's Pacific extension near Douglas, engineers representing the federal government's Department of Public Works, the Canada Central, and the Montreal, Ottawa and Western made a cursory survey of the country lying between Renfrew, Douglas, and the Ottawa River at Portage-du-Fort. The federal government's involvement was mainly to appease the province of Quebec, after having favoured the Canada Central with subsidies while ignoring the Montreal, Ottawa and Western (Montreal Northern Colonization). The Canada Central and Public Works representatives produced a report confirming that a suitable crossing existed at Portage-du-Fort. The Quebec railway representative disagreed with the report's conclusions and refused to sign it. It was a circuitous line running through mountainous terrain and does not appear to have been seriously considered.⁷⁷

A survey party began locating the extension from Renfrew to the Georgian Bay Branch in April 1875.⁷⁸ They reached Eganville on May 14 and completed a total of 92 miles by June 17 despite numerous bush fires along the way.⁷⁹

Work on the Pembroke Extension Resumes

In August 1875 work resumed on the extension from Renfrew to Pembroke. The surveyors were taken off the Pacific extension to conduct a new survey. For construction purposes the Pembroke extension was divided into 37 sections, and construction contracts were awarded on August 28th.⁸⁰ The ceremonial turning of the first sod was performed at Pembroke on August 30, 1875.⁸¹ By mid-September the road was located from Renfrew to Cobden, where it crossed the Snake River, continued to the Muskrat River, which it crossed west of Graham's Bridge before heading west along the shore of the Ottawa River to Pembroke.⁸²

Controversy on the Pacific Extension

On the Pacific extension Robert Harris, in charge of the survey, concluded that a fair profile

would be encountered for the first 50 miles west of Douglas. At mile 52, a narrow gorge or canyon of the Bonnechere River provided the only practical line for about four miles, as the country was high and mountainous. Another gorge was encountered some seven or eight miles further west. From the surveys Foster concluded that the maximum grades and curves specified in his contract could not be met without expensive construction in both gorges. Public Works, at this time responsible for the Canadian Pacific Railway and the Canada Central's Pacific extension subsidy disputed this claim, believing that Foster simply wanted to continue the railway west of Pembroke on a new alignment. Foster hired Walter Shanly, a civil engineer with extensive railway experience and a local politician who represented Grenville South for the Conservatives at various times before and after Confederation, to review the survey and give his opinion on its feasibility. Shanly subsequently confirmed Foster's opinion, saying that it was impractical to obtain a line from any point on the Bonnechere to any point on the French River with the maximum gradient required by the contract. A line with a lower elevation was known to exist between the present line and the Ottawa River. Moving the eastern terminus north to Pembroke would not greatly exceed the estimated 255 miles of the present line between Douglas and the French River. Shanly advised Foster to officially request permission to relocate the line further north.⁸³

Foster did not pass on Shanly's report immediately but in a letter to Public Works dated December 20, 1875, requested modifications and concessions to his contracts for the Georgian Bay Branch and the Canada Central. Specifically, he requested some flexibility in building grades and curves in the difficult areas and an increase in his subsidy to compensate for the increased work required.⁸⁴ Public Works officials familiar with the area, however, could see no reason for abandoning the specifications defined in the contract, and Thomas Ridout, the government's engineer in charge, was confident the right of way could be built within the contract limits with no serious increase in costs.

Changes occurred in Quebec as the Montreal, Ottawa and Western, and the North Shore Railway were merged into the Quebec, Montreal, Ottawa and Occidental Railway on December 24, 1875. Both charters were

surrendered to the government of Quebec, which undertook to construct the railway as a public work from the Port of Quebec through Montreal and westward into Pontiac County to connect at some point across the Ottawa River with the subsidized portion of the Canada Central.⁸⁵

Foster went to London, England, to obtain financing for the extension but once again the Grand Trunk Railway's financial difficulties totally discredited the bonds of Canadian railways on the English money market, and he was unable to secure the financing necessary to begin construction. He was forced to ask for more time to complete the Pacific extension.⁸⁶

On March 23, 1876, Foster notified the government of Shanly's doubts on finding a practical line between Renfrew and Lac Amable du Fond, a distance of 132 miles. He proposed exploring the country between Pembroke and Lake Nipissing and suggested the government send an engineer with the survey party to make an independent report.⁸⁷

In May the Canada Central's engineering office for the western extension in Renfrew was closed. Although no official announcement was made at the time, it was generally assumed that the extension by way of the Bonnechere Valley was to be abandoned. In fact, an order-in-council dated 28 February, 1876, authorized the contract to be annulled.⁸⁸

Reaching for Pembroke

The contractors on the Pembroke extension were pushing to finish grading the line before year end.⁸⁹ By November grading of the right of way was nearing completion, but track could be laid only as far as Graham's Bridge. Construction of the bridge over the Muskrat River was delayed by a bitter dispute over compensation for the land, and the bridge could not be completed before winter set in.⁹⁰

Foster now desperately needed money and called on the town of Pembroke to pay \$50,000 of the \$75,000 bonus they had recently granted the Canada Central to complete the road to Pembroke.⁹¹ In all, the Canada Central would receive the right of way through the townships of Westmeath and Pembroke, and the right of way through the town of Pembroke along with land for the station. The sum of \$75,000 was to be paid

only upon completion of the branch, but the threat of suspending construction forced the trustees to release the bonds.⁹² Work continued throughout the winter in an effort to complete the bridge over the Muskrat River and continue the track into Pembroke as soon as possible.⁹³ By March freight was being carried as far as Graham's Bridge and the bridge was also completed in that month.⁹⁴

In April the trustees handling the Pembroke bonus released the remaining \$25,000, a little prematurely since the branch was far from complete, and in June the Ontario government released \$2,600 per mile in bonuses earned for 20 miles of completed railway inspected and declared fit to open.⁹⁵

Regular service between Ottawa, Brockville, and Pembroke began on October 3, 1876, replacing the contractor's train that had been running between Renfrew and Pembroke.⁹⁶

Henry Bolckow Returns

By 1877 Foster was in deep financial trouble. Molson's Bank sued him for payment on bills of exchange drawn on the Canada Central and for which he was liable. The household furniture in his residence in Waterloo in the Eastern Townships of Quebec was auctioned off to satisfy the debt. He was also sued by Henry Bolckow (who wanted to regain control of the Canada Central), as Foster still owed a considerable sum to him and the late John Vaughan's estate.⁹⁷

Relations between the Canada Central and the Brockville and Ottawa reached a low point after the Brockville and Ottawa was repossessed by Bolckow in late 1876. Two engines and several cars belonging to the Canada Central were sold under writs at Carleton Place Junction to satisfy debts. In July 1877 the Brockville and Ottawa was restrained by the courts from interfering with the Canada Central rolling stock.⁹⁸ Asa Foster died of a heart attack in Montreal on November 1, 1877.⁹⁹

A settlement was reached between the Foster estate and Bolckow's Brockville and Ottawa on December 7, and the Canada Central was transferred to the Brockville and Ottawa.¹⁰⁰ The railways gave notice in *the Canada Gazette* of their intention to amalgamate as soon as Parliament

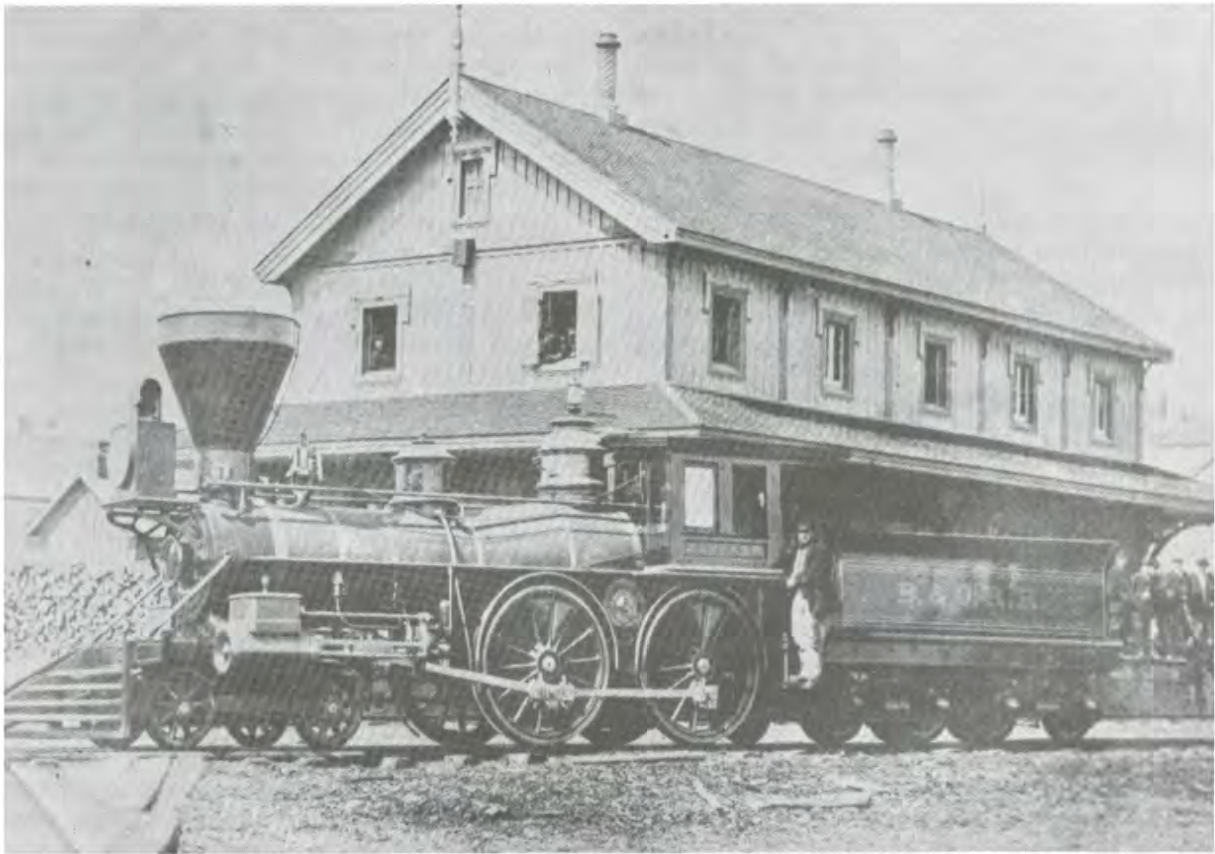


Photo: Brockville Museum

This photo was reproduced from a photo in the *Brockville Recorder* and shows an engine in front of the Brockville and Ottawa station on Brockville's waterfront in 1869. The Brockville and Ottawa - Canada Central merger extended the Canada Central to this point in 1878, and three years later the Canada Central was merged into the Canadian Pacific. The station was moved from this location in front of the tunnel to what became known as the Canadian Pacific wharf (behind photographer) some time after the photo was taken.

granted them power to do so.¹⁰¹ This was accomplished by an act called "An Act to amend the Acts incorporating the Brockville and Ottawa Railway Company and the Canada Central Railway Company and to provide for the amalgamation of the said companies," with the new company to be called the Canada Central Railway Company. This became law on May 10, 1878. The act also divided the already constructed eastern section and the proposed western section into two distinct sections, allowing for the construction of the western section as a separate company. Under this clause the Canada Central could contract out the construction of the extension known as the western section, but the contractor was to be held liable for any financial or other problems affecting the western section until the Canada Central had formally accepted the finished road from the contractor.¹⁰²

New Railway Alignment

Worthington and Company of Montreal signed a contract to construct the extension on a new alignment on April 20, 1878.¹⁰³ As the agency responsible for administering the subsidy under the Canadian Pacific Railway charter, the Department of Public Works approved the contract and would continue to oversee construction of the extension under the terms of this act. Engineers walked over the proposed extension from Pembroke to Lake Nipissing in May 1878 and found a feasible route.¹⁰⁴ The eastern terminus of the Canadian Pacific was only a designated spot on the map and was of no value until the Canadian Pacific reached that location. From this point, progress on the extension would be slow, in 10-mile sections, to maximize collection of the bonus. Alexander Mackenzie's defeat in the

general elections signaled the end of his plan for a combined rail-water route to British Columbia, whereas John Macdonald's re-election ensured that the original plan would become a reality. The Georgian Bay Branch was of no value to the all-rail route, and the contract with Foster had already been cancelled by an order-in-council dated February 28, 1876.¹⁰⁵ By October 1878, surveys extended 50 miles west of Pembroke, and construction was in progress on 21 miles of the right of way, including a bridge over the Petawawa River about 10 miles from Pembroke.¹⁰⁶

Sale of the Canada Central

By January 1879 contractors James Worthington and Duncan McIntyre of Worthington and Company had submitted a proposal to purchase the Canada Central, contingent on receiving certain financial guarantees from the government. After receiving the required guarantees, they completed the deal in October with the purchase of a controlling interest from the estate of Henry Bolckow.¹⁰⁷

Construction of the Western Section

By May 1879, the survey crew from Pembroke had approached Lake Nipissing but could not complete the job as the government proposed to change the point of the eastern terminus of the Canadian Pacific Railway.¹⁰⁸ The construction extended 37 miles to the neighbourhood of Heart Lake and track was laid for 10 miles.¹⁰⁹ The bridge over the Petawawa River had been completed in early February and consisted of three wrought iron spans, measuring about 284 feet overall.¹¹⁰

The Quebec, Montreal, Ottawa and Occidental was now completed and running between Montreal and Hull. On May 15, 1879, the Commissioner of Agriculture and Public Works of the province of Quebec, who was in charge of the Quebec, Montreal, Ottawa and Occidental, was authorized to build a bridge over the Ottawa River between Hull and Ottawa, to connect the Quebec, Montreal, Ottawa and Occidental with any railway coming to the city of Ottawa and to build a terminus in that city. Negotiations began



Photo: National Archives of Canada, Neg. No. PA111885

The Canadian Pacific railway station at Petewawa (Petawawa), Ontario, in 1905.

with the St. Lawrence and Ottawa and the Canada Central for the interchange of traffic.¹¹¹

By January 1880 the surveys were sufficiently advanced to establish the length of the line at 142 miles. Starting from Pembroke, the line followed the Ottawa River in a northwesterly direction to the valley of the Matawan River, 94 miles, then westerly to the proposed terminus. The grading and bridging extended 62 miles and the track was laid and ballasted for 43 miles.¹¹²

In February 1880 James Worthington transferred all his rights in Worthington and Company to his partner McIntyre.¹¹³ Worthington was bankrupt at this time and his interest in the ownership of the Canada Central was secured by Richard Angus and George Stephens.¹¹⁴

Change of Gauge

Over April 24 and 25 the Canada Central finally converted its antiquated broad gauge track to the standard gauge now prevalent in Canada, with little interruption in service. This work was accomplished by men from the Canada Central working with gangs brought in from the western section, the Grand Trunk, and the Quebec, Montreal, Ottawa and Occidental. Construction on the western section above Mackey remained in the broad gauge to save the expense of converting the track and equipment needed for its construction.¹¹⁵

The Canada Central charter was amended on May 7, 1880, to permit the railway to extend its main line to Goulais Bay or any other convenient point at the eastern end of Lake Superior and to build a bridge over the St. Mary River at Sault Ste. Marie to connect with the railways in Michigan. The railway was to be divided into two sections. The first, to be called the Ottawa section, consisted of the lines lying between Brockville and Carleton Place, the Perth branch, and from Ottawa to the end of the western section, a point now fixed as Callander Station. The second, to be called the Lake Superior section, consisted of the line lying between Callander Station and Sault Ste. Marie. The rolling stock and plant were to be marked and identified by painting, as both sections were to be independent of each other. The time limited for completing the railway was extended by four years.¹¹⁶ The Canada Central also requested

Population of a sampling of municipalities in 1880

	Municipality	Population
Cities	Montreal	140,747
	Toronto	86,415
	Ottawa	27,412
	Brockville	7,609
	Hull	6,890
Towns	Pembroke	2,820
	Almonte	2,684
	Perth	2,467
Villages	Arnprior	2,147
	Smiths Falls	2,087
	Carleton Place	1,975
	Hawkesbury	1,920
	Renfrew	1,605
	Grenville	568
	Coteau Landing	511
	Vaudreuil	439
	*Mackey	-
	*Mattawa	-
	*Callander	-

Source: Census of Canada - 1880-81

* In unorganized territory annexed to Renfrew County

permission to build a branch line from any point on their main line to the village of Madoc or the village of Tweed, in the county of Hastings. However, the Toronto and Ottawa Railway already held a charter to build between these points and efforts were under way to finance its construction. Under these circumstances the clause was struck from the bill.¹¹⁷

By October 1880 surveys extended 107 miles from Pembroke, the right of way was cleared for 95 miles to the village of Mattawa, and grading and bridging was in progress for 74 miles with freight being carried regularly to Bissett, 60 miles from Pembroke.¹¹⁸

The connection between the Quebec, Montreal, Ottawa and Occidental and the Canada Central was finally made when the former opened its bridge between Hull and Ottawa to traffic in December 1880. A Union Station in Ottawa was completed in May 1881, under the joint ownership of the two railways.¹¹⁹



Photo: National Archives of Canada, Neg. No. C11372

A Canadian Pacific Railway train on a trestle one mile east of Sudbury, Ontario, in December 1883. Before the Canadian Pacific takeover in 1881, Canadian Pacific No. 222 was the Canada Central Railway's No. 22, built by the Montgomery Iron Works of Halifax, Nova Scotia, in 1873.

Amalgamation with the Canadian Pacific

On June 9, 1881, the Canada Central amalgamated with the Canadian Pacific, being the first company to be integrated into the latter's system. At this time the grading and bridging on the extension was completed and the track laid to the 102nd mile west of Pembroke. Construction was progressing to the 130th mile with the line in operation and station buildings erected for a distance of 94 miles. The rails were delivered and on the ground for the entire length of the line.

The Canada Central consisted of sections from Ottawa to Carleton Place, 29 miles; Carleton Place to Pembroke, 76½ miles; Pembroke to Callander Station (not complete), 130 miles; Carleton Place to Brockville, 45½ miles: a total of 281 miles.¹²⁰

Epilogue

The Canadian Pacific continued construction towards Lake Superior and reached Callander Station about a year later. Subsequently the



Photo: National Archives of Canada, Neg. No. C21427

A siding being built to Bell's gravel pit to provide material for the construction of a railway bridge over the Ottawa River above the Chaudière falls. According to the *Ottawa Free Press* of August 2, 1879, a siding for that purpose was under construction from the Canada Central main line to Britannia.

charter was used to continue construction towards Port Arthur to meet the Lake Superior section and contractors building from the west.

The western division (Aylmer to Montreal) of the Quebec, Montreal, Ottawa and Occidental was purchased by the Canadian Pacific on March 4, 1882, allowing the Canadian Pacific to reach Montreal. No interest was shown in the eastern division (Montreal to Quebec City).¹²¹

As of 1993, most of the trackage comprising the Canada Central was still in regular use by CP Rail. The exceptions are the section between Ottawa and Carleton Place and a short branch to the Brockville waterfront, which includes the tunnel under Brockville's business district that was acquired in the merger of the Brockville and Ottawa Railway.

Notes

- ¹Canada, Appendix to the Journals of the Legislative Assembly, 1862. 25 Vict. App. (No. 16). *Report of Samuel Keefer, Inspector of Railways, for the years 1859-1860*; also Statute of Canada, 1853. 16 Vict. Cap. 106. *An act to incorporate the Brockville and Ottawa Railway Company*, April 22, 1853.
- ²National Archives of Canada. MG24K49 Vol.2. Letter from Robert Watson to the *Carleton Place Herald* requesting the publication of a timetable, August 22, 1859.
- ³*Ottawa Citizen*, February 1, 1861; also Canada, Journals of the Legislative Assembly, 1860. 23 Vict. Canada Central Railway. p. 173.
- ⁴Statute of Canada, 1853. 16 Vict. Cap. 137. *An Act to incorporate the Bytown and Pembroke Railway Company*, May 23, 1853.
- ⁵Canada, Journals of the Legislative Assembly, 1860. 23 Vict. Canada Central Railway. pp. 173-174.
- ⁶*Ottawa Citizen*, March 1, 1861.
- ⁷Canada, Journals of the Legislative Assembly, 1860. 23 Vict. Canada Central Railway. pp. 174, 313.
- ⁸*Ibid.*, 23 Vict. Canada Central Railway. p. 321. Also *Ottawa Citizen*, March 1, 1861.
- ⁹Brian J. Young. *Promoters and Politicians - The North-Shore Railway in the History of Quebec, 1854-85*. Toronto: University of Toronto Press. 1978. p. 21.
- ¹⁰Statute of Canada, 1853. 16 Vict. Cap. 100. *An act to authorize the formation of a company to construct a railroad on the North Shore of the River Saint Lawrence, from the city of Quebec to the City of Montreal, or to some convenient point on any railway leading from Montreal to the western cities of this province*, April 22, 1853.
- ¹¹Brian J. Young. *Promoters and Politicians - The North-Shore Railway in the History of Quebec, 1854-85*. Toronto: University of Toronto Press. 1978. pp. 25-26.
- ¹²Canada, Journals of the Legislative Council, 1860. 23 Vict. Canada Central Railway. pp. 205, 210.
- ¹³*Ottawa Citizen*, March 1, 1861.
- ¹⁴Canada, Journals of the Legislative Assembly, 1861. 24 Vict. Canada Central Railway. p. 79. Also *Ottawa Citizen*, April 30, 1861.
- ¹⁵*Ottawa Union*, June 5, 1861; also *Canadian Biographical Dictionary*. Ontario Volume. American Biographical Publishing Company. 1880.
- ¹⁶Canada, Journals of the Legislative Assembly, 1861. 24 Vict. Canada Central Railway. pp. 215, 238, 275, 379.
- ¹⁷Statute of Canada, 1856. 19-20 Vict. Cap. 112. *An act to provide for and encourage the construction of a railway from Lake Huron to Quebec*, July 1, 1856; also 1861. 24 Vict. Cap. 80. *An act to incorporate the Canada Central Railway Company, and to amend the act intituled: an act to provide for and encourage the construction of a railway from Lake Huron to Quebec*, May 18, 1861.
- ¹⁸*Ottawa Times*, October 28, 1869; also February 17, 1870.
- ¹⁹*Ottawa Citizen*, March 5, 1869.
- ²⁰*Ottawa Times*, February 17, 1870.
- ²¹Statute of Canada, 1865. 29 Vict. Cap. 80. *An act to extend the time for the completion of the Canada Central Railway*, September 18, 1865.
- ²²Statute of Canada, 1866. 29-30 Vict. Cap. 94. *An act to amend the acts incorporating the Canada Central Railway Company*, August 15, 1866.
- ²³*Ottawa Times*, October 28, 1869.
- ²⁴*Brockville Recorder*, June 25, 1868.
- ²⁵*Ottawa Times*, June 12, 1868; also August 15, 1868.
- ²⁶National Archives of Canada. HE 2810 C134. *First Report of the Canada Central Railway*. Brockville: David Wylie, 1869; *Ottawa Citizen*, August 28, 1868; also *Canadian Men and Women of the Time*. Toronto: William Briggs Press. 1912.
- ²⁷*Ottawa Times*, February 17, 1870.
- ²⁸*Ottawa Citizen*, August 21, 1868.
- ²⁹*Perth Courier*, September 4, 1868.
- ³⁰National Archives of Canada. HE 2810 C134. *First Report of the Canada Central Railway*. Brockville: David Wylie, 1869.
- ³¹*Montreal Gazette*, August 15, 1870; also *Perth Courier*, June 17, 1870.
- ³²*Ibid.*, July 8, 1870.
- ³³Statute of Quebec, 1869. 32 Vict. Cap. 55. *An act to incorporate the Montreal Northern Colonization Railway Company*, April 5, 1869; also *Montreal Gazette*, April 1, 1870.
- ³⁴*Montreal Gazette*, April 2, 1870.
- ³⁵Statute of Canada, 1870. 33 Vict. Cap. 52. *An act respecting the Canada Central Railway Company*, May 12, 1870.
- ³⁶*Carleton Place Herald*, July 6, 1870; also *Ottawa Times*, June 15, 1870.

- ³⁷Ibid., August 17, 1870.
- ³⁸*Brockville Recorder*, August 25, 1870; also *Ottawa Times*, September 16, 1870.
- ³⁹*Montreal Herald and Daily Commercial Gazette*, August 15, 1870.
- ⁴⁰*Ottawa Times*, September 16, 1870; also *Renfrew Mercury*, August 25, 1871.
- ⁴¹Ibid., November 29, 1870.
- ⁴²*Canada Central Railway Company v. the Queen. Grant's Chancery Reports*, 1873. Vol. 20. Toronto: Rowsell and Hutchison. pp. 284-287, 290, 304; also *Perth Courier*, June 20, 1873 and *Renfrew Mercury*, August 25, 1871.
- ⁴³Statute of Canada, 1874. 37 Vict. Cap. 69. An act to authorize the Brockville and Ottawa Railway Company to issue Preferential Mortgage Debentures, and for other purposes, May 26, 1874. Bolckow v. Foster. *Grant's Chancery Reports*, 1876. Vol. 24. Toronto: Rowsell and Hutchison. pp. 334-336. *Perth Courier*, June 20, 1873; also *Dictionary of Canadian Biography*. Vol. X, 1871-1880. Toronto: University of Toronto Press, 1972.
- ⁴⁴*Brockville Recorder*, April 17, 1873.
- ⁴⁵Statute of Ontario, 1870-71. 34 Vict. Cap. 47. An act to incorporate the Pembroke and Ottawa Railway Company, February 15, 1871; also *Carleton Place Herald*, December 28, 1870.
- ⁴⁶Statute of Canada, 1871. 34 Vict. Cap. 47. An act to incorporate the Montreal and City of Ottawa Junction Railway Company, April 14, 1871.
- ⁴⁷Ibid., 34 Vict. Cap. 48. An act to incorporate the Ontario and Quebec Railway Company, April 14, 1871.
- ⁴⁸Ibid., 34 Vict. Cap. 49. An act to incorporate the Kingston and Pembroke Railway Company, April 14, 1871.
- ⁴⁹*Renfrew Mercury*, June 30, 1871.
- ⁵⁰*Ottawa Times*, June 1, 1871.
- ⁵¹Ibid., June 6, 1871.
- ⁵²Statute of Ontario, 1873. 36 Vict. Cap. 98. An act to confirm and legalize certain by-laws passed by the Corporation of the Village of Renfrew, the Township of Horton, and the Township of Admaston, to subscribe for capital stock in the Canada Central Railway Company, March 29, 1873; also *Renfrew Mercury*, August 4, 1871.
- ⁵³*Ottawa Citizen*, July 17, 1871.
- ⁵⁴*Renfrew Mercury*, July 28, 1871.
- ⁵⁵Ibid., August 4, 1871; also August 25, 1871.
- ⁵⁶Ibid., November 10, 1871; also December 15, 1871.
- ⁵⁷Ibid., March 8, 1872.
- ⁵⁸Brockville Museum. Original lease between the Brockville and Ottawa Railway and the Canada Central Railway signed in Brockville, July 1, 1872.
- ⁵⁹Statute of Canada, 1872. 35 Vict. Cap. 68. An act to amend the act incorporating the Canada Central Railway Company, June 14, 1872.
- ⁶⁰Ibid., 35 Vict. Cap. 74. An act to incorporate the Quebec Pacific Railway Company, June 14, 1872.
- ⁶¹Ibid., 35 Vict. Cap. 71. An act respecting the Canadian Pacific Railway Company, June 14, 1872.
- ⁶²Ibid., 35 Vict. Cap. 67. An act to amend the St. Lawrence and Ottawa Railway act, June 14, 1872.
- ⁶³*Renfrew Mercury*, September 6, 1872; also September 13, 1872.
- ⁶⁴*Ottawa Free Press*, November 12, 1872.
- ⁶⁵*Ottawa Citizen*, December 5, 1872.
- ⁶⁶Legge, Charles. *Report of the explorations from Deep River to the Georgian Bay*. Montreal: Gazette Printing House, 1874.
- ⁶⁷Statute of Canada, 1874. 37 Vict. Cap. 71. An act to enable the Montreal Northern Colonization Railway Company to build a bridge over the Ottawa River, May 26, 1874.
- ⁶⁸*Perth Courier*, June 26, 1874.
- ⁶⁹National Archives of Canada. British Parliamentary Papers. J301 H6C64 V. 27, 1867-74. Canadian Pacific section; also *Canadian Directory of Parliament, 1867-1967*, ed. J.K. Johnson. Public Archives of Canada, 1968.
- ⁷⁰Statute of Canada, 1874. 37 Vict. Cap. 14. An act to provide for the construction of the Canadian Pacific Railway, May 26, 1874.
- ⁷¹Canada, Journals of the House of Commons. 1875. Ratification of the Order in Council granting a subsidy to the Canada Central. p. 219.
- ⁷²Canada, Sessional Papers No. 44. 1875. 38 Vict. Construction of the Georgian Bay Branch.
- ⁷³National Archives of Canada. Canada Central Railway, File, RG43 Vol. 356. Indenture between Asa Foster and the Canada Central Railway, 1875.
- ⁷⁴Statute of Canada, 1875. 38 Vict. Cap. 67. An act respecting the Canada Central Railway Company, April 8, 1875.

- ⁷⁵*Ibid.*, 38 Vict. Cap. 68. An act respecting the Montreal Northern Colonization Railway Company, April 8, 1875.
- ⁷⁶*Ibid.*, 38 Vict. Cap. 69. An act to incorporate the Quebec and Lake Huron Direct Railway Company, April 8, 1875.
- ⁷⁷*Ottawa Citizen*, April 23, 1875; also *Ottawa Free Press*, April 9, 1875.
- ⁷⁸*Ottawa Times*, April 28, 1875.
- ⁷⁹*Renfrew Mercury*, May 28, 1875; also *Ottawa Free Press*, July 5, 1875.
- ⁸⁰*Perth Courier*, August 20, 1875, *Renfrew Mercury*, September 8, 1875; also Canada, Sessional Papers No. 57, 1879. 40 Vict. Letter from Thomas Ridout to Sandford Fleming, November 22, 1875.
- ⁸¹*Ottawa Citizen*, August 31, 1875.
- ⁸²*Perth Courier*, September 17, 1875.
- ⁸³Canada, Sessional Papers No. 57, 1879. 40 Vict. Letter from Walter Shanly probably to Asa Foster, October 26, 1875. Letter from Sandford Fleming to Frederick Braun, November 17, 1875, *Report of the Canadian Pacific Railway Royal Commission*, Vol. 3, Contract No. 16. Letter from Sandford Fleming to Alexander Mackenzie, February 16, 1877. Chatham: S. Stephenson and Company, 1882. pp. 246-266. Also *Canadian Directory of Parliament, 1867-1967*, ed. J.K. Johnson. Public Archives of Canada, 1968.
- ⁸⁴*Ibid.*, 40 Vict. Letter from Asa Foster to Alexander Mackenzie, the minister of Public Works, December 20, 1875.
- ⁸⁵Statute of Quebec, 1875. 39 Vict. Cap. 2. An act respecting the construction of the Quebec, Montreal, Ottawa and Occidental Railway Company, December 24, 1875.
- ⁸⁶Canada, Sessional Papers No. 57, 1879. 40 Vict. Letter from Asa Foster to Alexander Mackenzie, the minister of Public Works, December 20, 1875.
- ⁸⁷*Ibid.*, 40 Vict. Letter from Asa Foster to Alexander Mackenzie, the minister of Public Works, March 23, 1876.
- ⁸⁸*Renfrew Mercury*, May 26, 1876; also *Report of the Canadian Pacific Railway Royal Commission*, Vol. 3, Contract No. 12. Georgian Bay Branch. pp. 210-218.
- ⁸⁹*Ottawa Citizen*, November 2, 1875.
- ⁹⁰*Ottawa Free Press*, November 10, 1875; also November 11, 1875.
- ⁹¹*Ibid.*, December 7, 1875.
- ⁹²Canada, Sessional Papers No. 69, 1883. 46 Vict. *Pembroke Bonus*.
- ⁹³*Ottawa Free Press*, February 19, 1876.
- ⁹⁴*Ibid.*, March 6, 1876; also *Renfrew Mercury*, March 31, 1876.
- ⁹⁵*Renfrew Mercury*, April 21, 1876; also July 9, 1876.
- ⁹⁶*Ibid.*, October 6, 1876.
- ⁹⁷*Perth Courier*, April 20, 1877.
- ⁹⁸*Ibid.*, July 27, 1877; also *Ottawa Free Press*, November 25, 1876.
- ⁹⁹*Ibid.*, November 9, 1877.
- ¹⁰⁰*Brockville Recorder*, December 13, 1877.
- ¹⁰¹Canada, *Canada Gazette*. July 1877 - June 1878.
- ¹⁰²Statute of Canada, 1878. 41 Vict. Cap. 36. An act to amend the acts incorporating the Brockville and Ottawa Railway Company and the Canada Central Railway Company, and to provide for the amalgamation of the said companies, May 10, 1878.
- ¹⁰³National Archives of Canada. Canada Central Railway File. RG43 Vol. 356. Letter from John Richardson to Alexander Mackenzie, the minister of Public Works, April 26, 1878.
- ¹⁰⁴*Perth Courier*, May 31, 1878.
- ¹⁰⁵*Report of the Canadian Pacific Railway Royal Commission*, Vol. 3, Contract No. 16. Part of the communication leading up to the Order in Council ratified March 13, 1875. Chatham: S. Stephenson and Company, 1882. pp. 246-266.
- ¹⁰⁶National Archives of Canada. Canada Central Railway File. RG43 Vol. 356. Letter from the office of the Engineer in Chief, Canadian Pacific Railway, to Frederick Braun, October 7, 1878.
- ¹⁰⁷*Ibid.*, Canada Central Railway File. RG43 Vol. 356. Memorandum from McIntyre and Worthington to the minister of Public Works, January 23, 1879; also *Perth Courier*, October 10, 1879.
- ¹⁰⁸*Ibid.*, Canada Central Railway File. RG43 Vol. 356. Letter from McIntyre and Worthington to the minister of Public Works, May 17, 1879.
- ¹⁰⁹*Ibid.*, Canada Central Railway File. RG43 Vol. 356. Letter from Thomas Ridout to Sandford Fleming, May 19, 1879.
- ¹¹⁰*Renfrew Mercury*, February 7, 1879.
- ¹¹¹Statute of Canada, 1879. 42 Vict. Cap. 56. An act to authorize the construction of a bridge over the Ottawa River for the use of the Quebec, Montreal, Ottawa and Occidental Railway and for other purposes, May 15, 1879; also *Ottawa Free Press*, October 11, 1879.

- ¹¹²Department of Railways and Canals. *Annual Report*, July 1878 - June 1879. Letter from Sandford Fleming to Frederick Braun, January 6, 1880. Ottawa: MacLean, Rogers and Company.
- ¹¹³National Archives of Canada. Canada Central Railway File. RG43 Vol. 355. Letter from James Worthington to Charles Tupper, February 7, 1880.
- ¹¹⁴*Ottawa Free Press*, February 19, 1880; also *Ottawa Citizen*, February 20, 1880.
- ¹¹⁵*Renfrew Mercury*, April 30, 1880; also *Ottawa Free Press*, May 17, 1880.
- ¹¹⁶Statute of Canada, 1880. 43 Vict. Cap. 52. *An act to amend the acts respecting the Canada Central Railway Company*, May 7, 1880.
- ¹¹⁷National Archives of Canada, 1880. Debates of the Senate, p. 394.
- ¹¹⁸Department of Railways and Canals. *Annual Report*, July 1879-June 1880. Letter from Thomas Ridout to Collingwood Schreiber, October 11, 1880. Ottawa: MacLean, Rogers and Company.
- ¹¹⁹*Report concerning the Quebec, Montreal, Ottawa and Occidental Railway, 1881*. Quebec: Charles François Langlois, 1881.
- ¹²⁰National Archives of Canada. Canada Central Railway File. RG43 Vol. 355. Letter from Charles Drinkwater to A.P. Bradley, August 23, 1881; also Department of Railways and Canals. *Annual Report*, July 1880 - June 1881. Ottawa: MacLean, Rogers and Company.
- ¹²¹Statute of Quebec, 1882. 45 Vict. Cap. 19. *An act ordering and confirming the sale of that part of the Quebec, Montreal, Ottawa and Occidental Railway Company extending from Montreal to St. Jerome, Aylmer and the city of Ottawa*, May 27, 1882.

Canadian Pacific Time Table - 1892
Transcontinental Rail Route

Miles from Montreal	Station	Westbound Train	Eastbound Train
120	Ottawa	a.m. 12.15	a.m. 4.10
122	Skead's		
124	Britannia		
128	Bell's Corners		
134	Stittsville		
143	Ashton		
148	Carleton Place (Junction)	1.30	3.00
155	Almonte	2.00	2.46
158	Snedden's		
163	Pakenham	2.20	2.20
171	Arnprior	2.35	2.05
174	Braeside		
177	Sand Point	2.50	1.54
183	Castleford		
186	Russell's		
189	Renfrew	3.26	1.26
198	Haley's	*3.48	*1.06
205	Cobden	*4.10	*12.49
211	Snake River		
214	Graham's		
219	Government Road		
224	Pembroke	5.05	12.05
234	Petewawa		
241	Thistle	*5.45	p.m. *11.30
246	Chalk River	6.10	11.20
251	Wylie	*6.25	*11.05
255	Bass Lake	*6.38	*10.56
262	Moor Lake	*6.58	*10.40
270	Mackey	7.15	10.17
274	Rockcliffe	*7.28	10.07
284	Bissett	*7.52	*9.45
297	Deux Rivières	8.25	9.05
307	Klock	*8.50	8.40
318	Mattawa	9.18	8.10
330	Eau Claire	9.50	*7.36
337	Rutherglen	*10.10	*7.21
344	Callander	a.m. 10.29	*7.05

* Flag station

That the said parties of the
first part do hereby let lease and demise
unto said parties of the second part
all that certain section of the said
first parties Railway lying being and
extending between Leakeston place
junction and Sand point both in
the Province of Ontario together with
all the appurtenances thereto belonging
and situate and being within the
limits of the said leased premises
for and during the term and period
of nine hundred and ninety nine
years upon and subject to the following
conditions to wit

In Witness whereof the said parties
hereto have executed these presents at
Brockville aforesaid this first day of
May in the year of our Lord one thousand
eight hundred and seventy two

Witnessed G Lowe Jr

Secretary B & O R Coy

G. Lowe Jr

Witnessed C C Ryberg

C. C. Ryberg

The Brockville and Ottawa
Railway Company
by B. Abbott
President

The Canada Central Railway Co
by J. J. C. Abbott
President



Photo: Aubrey Mattingly Collection, Smiths Falls Railway Museum

A view of the station at Carleton Place belonging to the Canada Central and later the Canadian Pacific Railway.

Previous page

Two excerpts from the original lease executed at Brockville on July 1, 1872, between the Brockville and Ottawa Railway (parties of the first part) and the Canada Central Railway (parties of the second part), transferring the line between Carleton Place Junction and Sand Point.

Next page

This map shows the location of the proposed Canadian extension of the Northern Pacific Railway to Montreal via the Canada Central and the Montreal Northern Colonization railways to form a transcontinental railway. From the beginning the Canada Central was promoted as a link in a railway from the Atlantic to the Pacific. Note the extensive railway network in operation in the eastern part of the United States at this time.





