

# Local Railway Items from Area Papers - 1875

**08/01/1875    Ottawa Citizen    Ottawa City Passenger**

Mr. Jas. Speight of Speight & Sons, Markham Village, eighteen miles from Toronto, today completed a contract with the Ottawa Street R.R. Co. for five coaches. This firm are the largest manufacturers in their line in the Dominion but it is singular that Ottawa manufacturers were not awarded the contract instead of sending the work out of the city.

**08/01/1875    Ottawa Free Press    Ottawa City Passenger**

We understand that the Street Railway Company, in order to improve the facilities for passenger traffic in the Spring and Fall, have decided to put on a certain number of coaches. With this object the company yesterday gave an order to Mr. James Speight & Sons, of Markham village, near Toronto, to construct five of them. This well known firm is one of the largest manufacturers in that line in the Dominion. We think the company have done the proper thing in securing a Canadian made article, and we feel assured that Speight & Sons are prepared to turn out work in their line equal to anything American.

**09/01/1875    The Times, Ottawa    Ottawa City Passenger**

The street railway company are at last disposed to evince some enterprise in the matter of street car accommodation. An order for the manufacture of five new handsome coaches for next season has been given to Messrs. Speight and Sons of Markham village in rear of Toronto. This will be a decided acquisition to the city and will confer a great boon on the travelling community.

**12/01/1875    Ottawa Free Press    St. Lawrence and Ottawa**

The St. L. & O. Railway Company have had a magnificent new Pullman sleeping car built, and is expected to arrive here from the West this week.--

**15/01/1875    Ottawa Free Press    L'Orignal and Caledonia**

By reference to an advertisement in another column it will be seen that a meeting of the Provincial directors of the above company will be held at the Russell House on the 21st. inst. at 4 p.m. for election of officers etc.--

**18/01/1875    The Times, Ottawa    St. Lawrence and Ottawa**

A fine Pullman car has just been added to the rolling stock of the St. Lawrence and Ottawa Railway at a cost of over \$5,000. Mr. Dan Rice has been appointed to superintend this new institution. Mr. Reynolds is ever enterprising and always keeps pace with the age in the matter of railway accommodation.

**22/01/1875    Ottawa Citizen    L'Orignal and Caledonia**

Account of provisional meeting of directors held in Ottawa.

**22/01/1875    Ottawa Free Press    Huron and Quebec**

Account of meeting. Resolution asking municipalities for bonuses. Ottawa to Toronto by way of Merrickville, Irish Creek and Newboro'.--  
Mr. Strong and his party returned to the city last night after having completed the preliminary survey of the Huron and Quebec Railway between this city and Perth, touching at the villages of Richmond and Manotick.

**25/01/1875    Kingston Daily British Whi    Canada Central**

Bonus to the Canada Central - Extension to Pembroke  
British Whig, 25 Feb 1875, p2 c1  
<http://vitacollections.ca/digital-kingston/2795810/page/2>

**27/01/1875    Ottawa Citizen    QMO&O    Hull**

This morning about seven o'clock, a couple of men, one a Scotchman named Lane, and a Frenchman whose name the reporter was unable to ascertain, were working on an excavation on the Northern Colonization Railroad in Hull when a large mass of rock fell upon them and injured them most severely. The Frenchman had one of his so badly damaged that amputation had to be performed. The men, so soon as the accident had occurred, were conveyed to the Hospital General --

**28/01/1875    Ottawa Citizen    QMO&O    Hull**

Yesterday, the man Lane, who was so badly hurt in the accident on the Northern Colonization Railroad, underwent an amputation of the left leg near the thigh.--

**28/01/1875    The Times, Ottawa    QMO&O**

A somewhat serious accident befell two men yesterday who were employed in making an excavation in Hull for the Northern Colonization Railway. A large piece of rock which projected over the excavation fell on them.  
More about the accident.

**29/01/1875    Ottawa Citizen    St. Lawrence and Ottawa**

The afternoon train of the St. L. & O. Railway was snowed up three miles outside the city last evening and the passengers did not get in until nearly eleven o'clock at night. Some of them left the train and drove in.

**30/01/1875    Ottawa Free Press    Huron and Quebec**

Meetings at Westport, Newboro, Merrickville and other places.-- Smiths Falls Gazette. More

**01/02/1875    The Times, Ottawa    St. Lawrence and Ottawa**

There will be no through Pullman cars, between this city and Toronto and Montreal, during the approaching session of Parliament. There will, however, be a new and improved car run on the St. Lawrence and Ottawa railway, connecting at Prescott Junction with the regular Pullman cars run on the Grand Trunk. The new car is a great improvement on the Pullman car, in that it has no upper berths, good ventilation and better heating facilities. It is a handsome car and will run daily from this city to Prescott.

**02/02/1875    The Times, Ottawa    St. Lawrence and Ottawa**

The new and handsome sleeping car "Rideau" made her first trip on the St. Lawrence and Ottawa Railway last night. She will run henceforth every day and will be found a great acquisition to the road. Dan Rice is in charge, and, as host, will no doubt attend to the wants of the guests in first class style.

**06/02/1875      Ottawa Free Press      St. Lawrence and Ottawa      locomotive**

The St. Lawrence & Ottawa Railway Company, with their wonted enterprise, are having a new passenger engine built at the Portland Locomotive Company's works. It will be called the "Colonel By" and will take the place of the old engine of that name.

Owing to the increase of the freight traffic on the St. Lawrence & Ottawa Railway, the Company have found themselves under the necessity of borrowing an engine from the Grand Trunk Railway Company. The locomotive, which is expected to arrive here this afternoon, is one of the powerful Scotch ones.

**08/02/1875      The Times, Ottawa      St. Lawrence and Ottawa**

The St. Lawrence and Ottawa Railway propose replacing the "Colonel By" by a new and more powerful engine of the same name.

**11/02/1875      Ottawa Free Press      L'Original and Caledonia      L'Original**

During the last summer, when the project of a railway from this place to Caledonia Springs was first mooted, the people in general took the matter as a joke, but we are happy to inform them that what they then considered as a joke has now assumed a practical shape. The engineer in charge of the work (D.E. Haycock, Esq.) with his staff of surveyors, has arrived and commenced locating the line, and has advertised for Tenders for Railroad Ties, &c., to be delivered along the line before first April next. Mr. Haycock informs us that the road from here to the Springs will be in operation by the 1st of July next, and that it is the intention of the company to continue the line to connect with the Coteau and Ottawa railway at the village of Dunnegan, in the Township of Kenyon. The latter road, we understand, is to be pushed to completion with all possible haste; which event will give the people of this section communication with the cities of Ottawa and Montreal, on their own side of the river, without the necessity of crossing at unfavorable seasons to avail themselves of the facilities of the Northern Colonization Road, which is being pushed ahead with great energy. A stock book was opened here yesterday, Friday, at the law office of E.A. Johnson, Esq., and nearly \$2,000 subscribed in a few hours. The shares are only \$25 each. We hope to see our farmers and others in this section come forward cheerfully and subscribe their names to a project which must prove of interest to the welfare of this section of country, and of great personal benefit to its inhabitants. L'Original Advertiser.

**12/02/1875      Ottawa Free Press      St. Lawrence and Ottawa      Ottawa**

All the trains of the St. L.O.R.R. have been cancelled thus far today, but the Canada Central trains have taken their departure as usual.

**12/02/1875      Ottawa Free Press      Canada Central      Ottawa**

No Trains. Up to two o'clock this afternoon, no train had reached Ottawa either by the St.L.&O., or Canada Central Railway. The latter's train was delayed by the Grand Trunk.

**14/02/1875      Ottawa Free Press      Canada Central      Pembroke**

A public meeting was held in Pembroke, yesterday, to take into consideration the submitting of a by law providing a bonus of \$75,000 to the Canada Central. The meeting was addressed by the Hon. A.B. Foster and others and a number of favorable resolutions were submitted and carried.

**15/02/1875      Ottawa Citizen      Canada Central      Pembroke**

Account of a public meeting held in Ottawa to consider the propriety of granting a bonus to the Canada Central to extend the line from Renfrew to Pembroke.

Also covered in the Ottawa Free Press, same date.

**15/02/1875      The Times, Ottawa      Canada Central      Gauge change**

Extract of public meeting. Intention to extend to Pembroke. Would build shops in Ottawa. The extension would be built to the narrow gauge and it was the intention to change the gauge of the CCR and B&O at the earliest possible date. Asked for bonuses from Ottawa and Pembroke.

**15/02/1875      Ottawa Citizen      Kingston (CP)**

We glean the following facts from the last report of Mr. Nash, the Chief Engineer of the Kingston and Pembroke Railway, dated Kingston February 10th 1875. The grading has been extended to lot 13 concession I, Oso, on the north side of Charbot [sic] lake, a distance of 46.3 miles from Kingston. Over 43.7 miles of the grading is nearly completed and on the remainder the largest portion has been done. The track has been laid to Eagle Creek, 37 miles from the junction with the Kingston branch of the G.T.R. Sufficient iron has been delivered to the ground to lay the track and a large proportion of the sidings to a point 40 miles from the junction. A statement is given of the amount of work done --

--

A small station building has been built at a point so as to accommodate the villages of Sydenham and Harrowsmith. The former being 2 1/2 miles from the said point and the latter one mile. The telegraph has been extended from Harrowsmith to Verona, six miles, at the joint expense and for the joint use of the company and the Montreal Telegraph Co.

**16/02/1875      Ottawa Citizen      St. Lawrence and Ottawa      Rideau River**

The work of building a new railroad bridge across the Rideau River near New Edinburgh, for the St. L. & O. Railroad has commenced, and this morning teams were engaged in drawing screws, bolts and heavy timber for the work, which will be pushed forward vigorously in order to have it completed early in the summer.

**17/02/1875      The Times, Ottawa      St. Lawrence and Ottawa      Rideau River**

It is in contemplation to build a new bridge over the Rideau for the St. Lawrence and Ottawa Railway. In fact steps have already been taken towards commencing the proposed structure.

**17/02/1875      The Times, Ottawa      QMO&O**

Messrs. Stark and Light, civil engineers have been making an inspection of the new bridge over the Gatineau for the Northern Colonization Railway. Mr. Loranger, solicitor for the company is at present in the city arranging for an arbitration to determine the price of land to be expropriated for the road between the Gatineau River and Hull. The work on this section is being pushed forward vigorously.

**20/02/1875      Ottawa Citizen      Aylmer branch      Aylmer**

Mr. Mulligan of Aylmer having been awarded the contract for the supply of thirty thousand railroad ties to be used in the construction of the Northern Colonization Railway, is getting them out speedily, and blocking up the principal thoroughfares of Aylmer.

**20/02/1875      Ottawa Free Press      St. Lawrence and Ottawa      locomotive**

The new passenger locomotive for the St. Lawrence & Ottawa R.R. arrived this morning. Its cognomen will be "The new Col. By." It will be immediately placed in service.

**22/02/1875      The Times, Ottawa      St. Lawrence and Ottawa      locomotive**

A new locomotive arrived on Saturday for the use of the St. Lawrence and Ottawa Railway. It will replace the "Col. By," and will retain the same name.

**22/02/1875      The Times, Ottawa      QMO&O**

A contract for the supply of 30,000 railway ties for the Northern Colonization Railway has been awarded to Mr. Mulligan of the village of Aylmer. That gentleman has entered vigorously upon the execution of the work entrusted to him and already has brought a large quantity out.

**25/02/1875      Ottawa Citizen      St. Lawrence and Ottawa      Sussex Street**

The new bell for the St. Patrick's street church arrived at the St. Lawrence & Ottawa Railway depot yesterday. It is a mammoth affair.

L'Original and Caledonia Railway. Messrs. Cockburn, Wright and Clemow were yesterday appointed solicitors for this company. We congratulate the company on their choice.

01/03/1875 *Kingston Daily British Whi* *Canada Central*

Railway Agitation

British Whig, 1 Mar 1875, p3 c4

<http://vitacollections.ca/digital-kingston/2795813/page/3>

02/03/1875 *Ottawa Citizen* *Canada Central* *Pembroke*

The by-law granting a bonus of \$75,000 to the Canada Central R.R. Company, for the purpose of enabling it to extend its road from Renfrew to Pembroke, was approved at a meeting of the Council of the latter place, held yesterday. The vote will be taken on Tuesday the 16th inst., and our informant is confident that the ratepayers will confirm the action of the Council on the matter.

03/03/1875 *Kingston British Whig* *Canada Central* *Pembroke*

City and Vicinity

Going Abroad

The town council at Pembroke unanimously passed a by-law, granting a bonus of \$75,000 to the Canada Central Railway Company, for completion of the line to Pembroke. The By-law will be submitted to the ratepayers on the 16th inst., and will doubtless be passed. Let this action not be without its warning to the directors of the K & P RR.

03/03/1875 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

Last night a regular stampede of hack and omnibus horses took place at the St. Lawrence and Ottawa Railroad depot. The train was at the platform and the various conveyances had been emptied of their passengers when suddenly the locomotive blew off her steam. The horses do not mind the whistle at all, but this unwanted noise was too much for them, and off they went in every direction all with the exception of those belonging to the Clarendon House bus, as fortunately the driver was on the box and could check them. The other jehus had all alighted and it was with the utmost difficulty the animals were stopped. The Russell House steeds made for the gate of the station yard, but were got under control before reaching it. It was next to a miracle how injury to persons and property was avoided. Not a strap was broken nor a scratch inflicted upon those to whom the vehicles belonged.

04/03/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The new engine, Col. By, on the St. Lawrence & Ottawa Railway, is one of the best in Canada. It is a 50 ton engine, 5 feet 8 inch wheel, and was manufactured at the Portland Works. It is intended for speed, and will make good time during the summer. It brought the train from Prescott to Ottawa yesterday morning with snow plough, in less than three hours.

05/03/1875 *Almonte Gazette* *Canada Central*

B. & O. C.C. Railways

The Courier very truthfully says: It is to the credit of the managers of the Brockville & Ottawa and the Canada Central Railways that during the prevalence of the late tremendous snowstorms that blocked up, in some cases for a week, nearly all the railways in the country, neither of these railways lost a day in running. It is true that at the height of the snow blockade, a train or two was delayed for a few hours, but no time was lost in getting the track clear and open throughout for traffic again, though the storm was about as bad in this section as most other places in the country. The discomfort to passengers, and the inconvenience of those shipping or receiving freight was consequently in this part of the province reduced to a minimum.

The Railway

While reports are coming in from all parts of Canada that railway communication is at a standstill owing to the recent heavy snow storms, it is satisfactory to find that the B. & O. R.R. and Canada Central trains are always on time. The guage [sic] is to be changed to that of the Grand Trunk early this spring.

10/03/1875 *Ottawa Citizen* *L'Original and Caledonia* *Caledonia Springs*

The Northern Colonization Road and the L'Original and Caledonia Springs.

Messrs. Millar & Butterfield, of L'Original arrived in the city on Monday, for the purpose of meeting those interested in the Northern Colonization and L'Original and Caledonia Springs Railroads, with a view of suggesting to the Government the propriety of establishing a ferry between L'Original and the depot of the Northern Colonization Railroad on the north shore of the Ottawa. All the parties interested have agreed as to the points at which the proposed connection could best be made, and it is expected the matter will be laid before the Government today. The above named gentleman from L'Original have also in view of the opening of a Bank agency at that point, and have made a proposition to the Bank of Ottawa, which will be submitted before the board of directors tomorrow; it is thought that the propositions made are of such a nature as to warrant the Bank in extending their operations to L'Original, which appears likely to become a place of some importance, if the railways are so laid out as to run through it. The inhabitants of the counties of Prescott and Russell are very anxious that the L'Original and Caledonia Springs road should extend its line to the Nation River above Pitch Off, from whence there is thirty miles of navigation to the High Falls to connect with the Coteau Landing Railroad. Two Gentlemen have already signified their intention, in case such extension is made, to establish a steamer to run in conjunction with the trains. It may be well to mention that the directors of the L'Original Road regard the scheme with favour as it would then place their enterprise under the category of those railroads which are entitled to aid from the Ontario Government.

At an interview with the Government yesterday, the latter expressed themselves favorable to the establishment of a ferry at a point to be settled upon at a future date. The people of L'Original will give the use of their wharf and probably about \$500 on account of the first years working expenses.

With regard to the extension of the L'Original and Caledonia Springs railroad to Nation River, the township's likely to be benefited thereby will probably give bonuses to the amount of dollars \$25,000 and perhaps more.

10/03/1875 *Ottawa Citizen* *QMO&O*

A deputation from Montreal, consisting of Messrs. P. Ryan, ex-M.P. Chas. Legge, Chief Engineer of the Northern Colonization Railway, and E.L. de Beaufeuille, have arrived in town in the interest of the Northern Colonization Bill now before parliament. They are also looking after the \$200,000 bonus granted this road by the Ottawa County Council, for a part of which the Warden of the County refuses to sign bonds until the provisions of the by law have been carried out.

11/03/1875 *Ottawa Free Press* *Aylmer branch* *Aylmer*

Our enterprising townsman, Jas. Mulligan, having, with Mr. Noctor, subcontracted for the manufacture of railroad ties from Aylmer downward to the crossing at the Gatineau, has had a large gang of men at work since the new year, and notwithstanding the heavy roads and deep snow impeding operations, several thousand are laid along the track. Aylmer Times.

11/03/1875 *Ottawa Citizen* *QMO&O*

Long account of a meeting of the Ottawa County Council. It was agreed to refer the by law to three legal gentlemen and that the Warden be ordered to act on their advice as to the legality of the by law.

**12/03/1875      Ottawa Citizen                      St. Lawrence and Ottawa                      Sussex Street**

Mr. John Waters of the firm of Jones & Co. of Troy, N.Y., arrived in town last night for the purpose of putting the new bell at St. Patrick's church in position. The bell will be removed from the depot to the church today, and after the ceremony of blessing it will be hoisted to the turret on Monday.

**12/03/1875      Ottawa Free Press                      L'Orignal and Caledonia**

A meeting of the Directors of the Caledonia and L'Orignal Railway Company took place yesterday afternoon at the Russell House. The principal business of the meeting was the allocation of stock. A resolution was also passed instructing the Engineer to give contracts, as far as possible, for the erection of fences to the farmers, through whose property the line will pass, reserving however, one mile at each end, over which the Company will probably build ornamental fences. The capital is to be drawn upon at the rate of 10 percent every thirty days. The first demand will be made on 20th inst. This will give the Company the means to proceed with the immediate and rapid construction of the line.

**13/03/1875      The Times, Ottawa                      Ottawa City Passenger**

The new cars for the Ottawa City passenger railway are on the way and are expected shortly to arrive in the city. They will be good news to the citizens who will remember the crowded state of the cars last summer.

**20/03/1875      Ottawa Citizen                      St. Lawrence and Ottawa**

The freight business on the St. Lawrence & Ottawa Railway is pretty brisk at the moment. For the past fourteen days an average of twenty car loads of freight per day have arrived.

**20/03/1875      The Times, Ottawa                      Ottawa City Passenger**

One of the proposed new street cars or rather omnibuses, was on the route yesterday, and it is really a handsome vehicle. It is mounted upon wheels and is swung at a considerable distance from the ground. At the rear of the car is a projecting platform which is reached from the street by steps on either side. The management of the car requires the services of a driver and conductor, which will be a great acquisition as considerable confusion has hitherto existed for want of such an official. These cars are exclusively for use in spring and fall to overcome the interruptions which unavoidably occur at these seasons.

**23/03/1875      Ottawa Citizen                      Canada Central**

Mr. Stark, the engineer of the N.C.R.R. leaves tomorrow morning for the purpose of ascertaining the most direct route for the connection of that road with the Pembroke and Pacific Railroad. He will be accompanied by an engineer of the C.C. R.R.

**24/03/1875      Kingston British Whig                      Canada Atlantic**

Ottawa, March 24. Mr. Shark, Engineer of the N. E. RR. , leaves this morning for the purpose of ascertaining the most direct route for the connection of that road with the Pembroke and Pacific Railroad. He will be accompanied by an engineer of the C. C. RR. A meeting of the Board of Director of the C. C. Railway was held to-day, and a contract with the Government, for the C. P. Railway extension from Lake Nipissing Eastward, was signed.

**24/03/1875      Ottawa Free Press                      QMO&O**

Northern Colonization Railway. The contracts for the erection of the fences along this line having been awarded last fall, the material necessary for the same having been got out during the winter, and the fencing will therefore be put up as soon as the weather will permit.

**29/03/1875      Ottawa Free Press                      Ottawa City Passenger**

The new street cars were on the route yesterday. The management of the car requires the employment of both a conductor and driver. The new cars are intended for use in the spring and fall only.

**29/03/1875      Ottawa Citizen                      Eganville**

In view of the Pacific Railway running through Eganville, Mr. Thomas Murray of Pembroke has purchased a large building in that village for the purpose of starting a general store on a large scale. Several other persons are also investing in Eganville in anticipation of a rise in the price of property when the railway work is commenced.

**30/03/1875      The Times, Ottawa                      St. Lawrence and Ottawa                      Rideau River**

The new railway bridge over the Rideau River for the St. Lawrence and Ottawa Railway is just on the eve of completion. All that remains to be done is to cover in the arch frame work over head and to lay the rails. It will be remembered that the old bridge was condemned last fall, hence the necessity for the new structure. Fortunately for the company the stone piers were left sufficiently long to admit of the construction of the new bridge.

**30/03/1875      The Times, Ottawa                      Ottawa City Passenger**

It is said that the Street Railway Company contemplate, when the cars are again resume their regular trips by rail, placing the omnibuses on Rideau Street to connect with the present railway system.

**30/03/1875      Ottawa Citizen                      Canada Central                      Pembroke**

The by-law granting \$75,000 to the C.C.R.R. Company on condition of their completing their line to this town during the present year, which was voted on yesterday, was carried almost unanimously, there being only one vote recorded against it.

**31/03/1875      Kingston British Whig                      Canada Central**

City and Vicinity

British Whig, 31 Mar 1875, p3 c3

<http://vitacollections.ca/digital-kingston/2795838/page/3>

Passed

The by-law to grant \$75,000 from the town of Pembroke to the Canada Central Railway was carried yesterday with one voice.

**01/04/1875      Kingston British Whig                      Canada Central**

The Pacific Road

The engineers who proceeded last week to Portage du Fort to ascertain the practicability of the Northern Colonization Railway crossing at that point to effect a junction with the proposed Pacific Railway extension, returned to the city on Saturday evening. It is stated that they find the scheme an impracticable one, and that it will be next to impossible to overcome the engineering difficulties that exist. It is thought, therefore, that the road will have to cross at the Chaudiere, and effect a junction with the Canada Central in the neighborhood of this city.

**02/04/1875      Ottawa Citizen                      Ottawa City Passenger**

Until afternoon today the street cars were not running, the state of the roads rendering traffic impracticable. They commenced in the afternoon and travelled by way of Dalhousie street, past the market, thence along Sussex street, across Dufferin Bridge to Wellington street. Even then a journey to the Chaudiere was one which no one would undertake for pleasure.

**02/04/1875      Ottawa Free Press                      St. Lawrence and Ottawa                      Rideau River**

The new frame bridge built by the St. Lawrence & Ottawa R.R. Company, has now been completed. The bridge was built by the Company's Engineer and the rails were laid yesterday. It will immediately be placed in service.

**03/04/1875     The Times, Ottawa     St. Lawrence and Ottawa     Rideau River**

The new railway bridge over the Rideau for the St. Lawrence and Ottawa Railway to which reference was made a few days ago, has been completed, and trains are expected to run over it on Monday. The structure is a handsome one and being strongly built is expected to last for many years.

**07/04/1875     Kingston Daily British Whi     Canada Central**

To-Day's Gleanings

The Ottawa City Council did not vote a bonus to the Canada Central Railway extension to Pembroke.

**09/04/1875     Almonte Gazette     Canada Central**

The Canada Central

The trains on the Canada Central R.R. have kept excellent time throughout the entire winter and too much credit cannot be bestowed upon the management for the great endeavours which they have made to accommodate the public. For the last week past, all the trains have been sharp on time.

**10/04/1875     Kingston Daily British Whi     Canada Central**

Ottawa

To-day's Gleanings

Ottawa, April 10.- The engineers who were sent up to examine the Ottawa River, at Portage du Fort, as to the practicability of building a bridge at that point, to make a connection between the Northern Colonization and the Canada Central Extension Railways, have reported. Messrs. Bell and Hazlewood report that a bridge can be built at that point at no great cost, Mr. Starks, representing the Northern Colonization, dissenting.

Mr. Harris, Engineer of the Canada Central extension, left yesterday for Renfrew, in company with the Secretary of road, to make preliminary preparations for prosecuting the extension of the line.

**12/04/1875     Ottawa Citizen     St. Lawrence and Ottawa     Rideau River**

People who own land along the river between Cummings Bridge and the Railroad Bridge are beginning to wonder if they are ever going to see their property again. At present there is a very fine water lookout, Mr. Satchell's farm being completely flooded in consequence of one of the channels having been stopped up by works for the new bridge. The road from Cummings' to New Edinburgh is also pretty well under water.

**13/04/1875     Ottawa Free Press     Ottawa City Passenger**

A wagon, apparently from the country, and loaded with household effects such as stoves, furniture etc., came to grief on Wellington street, opposite King & Co.'s, yesterday afternoon, by the breaking of an axle. Now that the Street Railway track is uncovered, such accidents may naturally be expected to be of frequent occurrence.

**17/04/1875     Ottawa Citizen     QMO&O**

Mr. Cock, one of the sub-contractors for the construction of the Northern Colonization Railroad, gives some startling information as to the manner in which the monetary affairs of that undertaking are carried out. It seems that some of the sub-contractors have established those institutions which formerly flourished in many of the mining and manufacturing districts in Great Britain, - that is, the "Tommy Shops", - and instead of paying their men in hard cash, they do so in hard bargains, in the shape of orders, on these stores, for articles of food, wearing apparel, and necessities of all description. For these goods, of course, the men pay in the sequel, about one hundred percent more than they would in an ordinary store, get worse articles and can scarcely have a dollar in their pockets. Mr. Cock discountenances the system and makes a point of paying his men in money, and his practice in this respect has left him about \$2,000 out of pocket. A few evenings ago he was made the recipient of A QUEER SERENADE

He saw coming up the street towards his residence his gang of men, with tin pans and sticks in their hands; they were beating the pans and playing a melody, to which a Chinese concert was naught. He, knowing that some stores and houses had been broken into, naturally felt somewhat dubious as to the intentions of his visitors; but putting a bold face on the matter, he went to his door, and by the assistance of an interpreter interviewed the men, and discovered that they had chosen this means of expressing their appreciation of his prompt settlement of their claims. Mr. Cock was, of course, pleased with the compliment paid him, and so he gave them to understand. Mr. Cock also said that the farmers along the line are growling most continuously they don't get paid for their land; they have lent teams and horses to work on the road, and they say they have never received a copper of remuneration, and express anything but feelings of respect for the line and its proprietors.

**19/04/1875     Ottawa Free Press     Ottawa City Passenger**

A number of men have been put to work this afternoon clearing the ice and so forth off the track of the street railway in order to enable the cars to run.

**20/04/1875     Ottawa Citizen     Canada Central**

A meeting was held in the city hall yesterday afternoon for the purpose of taking some steps towards the passing of the proposed by-law for the granting of \$100,000 towards the extension of the Canada Central Railroad from Renfrew to Pembroke.

--  
Resolution was passed.

**22/04/1875     Ottawa Free Press     Ottawa City Passenger**

The street car track removed the wheel from off a water cart on Sussex street this morning.

The first street car of the season left the New Edinburgh stables at 2 o'clock this afternoon. Workmen proceeded it along the route in order to clear the track. The trip was made, though not without some difficulty.

**23/04/1875     The Times, Ottawa     Ottawa City Passenger**

The cars of the street railway were out for the first time this season yesterday. The rails are almost all clear now so that in a day or two, the omnibuses now in use, may be dispensed with. It is said however that they will be transferred to Rideau Street and run regular trips between Dufferin Bridge and the Protestant Hospital.

**24/04/1875     Ottawa Citizen     Ottawa City Passenger**

A street car ran off the track on Sussex Street this morning. A woman in the act of getting off fell heavily to the ground and received injuries.

**24/04/1875     Ottawa Citizen     Other**

Railway Bonus - Should Conditions be Imposed? Long article. Follow up on 27 April.

**26/04/1875     Ottawa Citizen     Canada Central**

The survey for the Canada Central extension from Douglas westward will commence this week.

**26/04/1875     Ottawa Citizen     St. Lawrence and Ottawa**

A magnificent new passenger car arrived here on its first trip on Friday, from Prescott and will run regularly on one of the express trains on the St. Lawrence and Ottawa Railroad. It is fitted up with all the modern improvements, and heated with hot water.

**26/04/1875      The Times, Ottawa      St. Lawrence and Ottawa**

A new first class passenger car has just been placed on the Ottawa and Prescott Railway. It is a handsome piece of work and reflects credit upon Mr. Dame, Superintendent of the Locomotive and Car Works at Prescott, under whose supervision the car was built.

**27/04/1875      Kingston Daily British Whi      Canada Central**

Canadian and General

The Canada Central and Brockville & Ottawa Railways change the guage [sic] of their lines from broad to narrow this Summer.

**27/04/1875      Ottawa Free Press      Ottawa City Passenger**

The new rules and regulations, posted up in each car, is quite an improvement and must prove a source of pleasure to all who patronize those vehicles, particularly the ladies, as no smoking is allowed on the cars inside or outside. This is not enforced, for on Saturday, there were no less than three individuals smoking on a car which passed to its journey's end. What then is the use of such rules and regulations?

**28/04/1875      The Times, Ottawa      Canada Central**

The surveying party under the direction of Mr. Harris commenced the location of the proposed extension of the Canada Central Railway from Renfrew yesterday. It is expected to be soon complete, when the work of grading will be at once begun.

**28/04/1875      Kingston Daily British Whi      Canada Central**

Last Night's News

Ottawa

The proposed by-law for the granting of \$100,000 to the Canada Central Railway the Ottawa City Council is conditional on that line being extended from Renfrew to Arnprior before 1876, and on the Company giving security for the construction of the line from Arnprior to Bell's Corners within five years.

Ottawa, April 28. - The surveying party, under the direction of Mr. Harris, commenced the location of the proposed extension of the Canada Central Railway from Renfrew yesterday. It is expected that it will soon be completed, when the work of grading will be at once begun.

**29/04/1875      Ottawa Citizen      St. Lawrence and Ottawa      Rideau River**

The railroad bridge over the Rideau has not yet been put into use, the rails not having been laid down. A switch is to be made, and in the course of a fortnight after the bridge has been thoroughly tested, trains will pass across it.

**01/05/1875      Ottawa Citizen      Canada Central**

Details of Canada Central surveying party.

**05/05/1875      Ottawa Free Press      Ottawa City Passenger**

No less than four vehicles broke down yesterday afternoon on the street railway track between O'Connor street and Sappers Bridge.

**06/05/1875      The Times, Ottawa      Tramway      Parliament Hill tramway**

The Major's Hill. The north end of this finely situated piece of ground is being filled in with the surplus earth from Parliament Square.

**07/05/1875      Ottawa Free Press      L'Original and Caledonia**

It has been decided to commence the grading of the Caledonia & L'Original R.R. on Tuesday next. Mr. Haycock is at present in town, receiving instructions to proceed with the work immediately. Everything will be ready for the laying of track by 15th of June.

**14/05/1875      The Times, Ottawa      L'Original and Caledonia      Caledonia Springs**

The first sod of the proposed railway between L'Original and the Caledonian Springs was turned yesterday forenoon at 10 o'clock at Treadwell Hill, just outside the town of L'Original. The ceremony was duly performed by J.N. Marston Treasurer and Director of the company in the presence of a large assembly. More.

**15/05/1875      Ottawa Citizen      St. Lawrence and Ottawa**

GETTING BETTER

Prss, the brakeman, who, a short timeago, wasinjured by falling from a car near the Chaudiere Junction, is doing well as could be expected under the circumstances, and hopes are entertained that there will be no necessity to amputate his leg

**19/05/1875      Ottawa Free Press      Ottawa City Passenger**

The street cars are at present unable to advance as far as their usual terminus at the slides bridge owing to the roadway on bridge street being cut up by excavation making for the laying of pipes. It is not likely that the obstruction will long continue.

**19/05/1875      Ottawa Free Press      L'Original and Caledonia**

The contractor is hard at work at present doing the grading for this railway and the iron will be negotiated for in a few days. The company may possibly effect arrangements with the Toronto & Nipissing R.R. for the purchase of some light rolling stock, which will be suitable for the purpose.

**19/05/1875      Ottawa Citizen      St. Lawrence and Ottawa**

The bell for the tower of the Parliament Building has arrived. It weighs some 4,000 pounds and it is feared the peculiar construction of the interior of the tower will occasion much trouble in hanging it. (Note no direct reference to railways)

**20/05/1875      Ottawa Citizen      St. Lawrence and Ottawa**

AMPUTATED. - the young man Thomas press, who met with an accident recently at the chaudiere Junction had his left leg amputated at the Bolton Street Hospital yesterday. Dr. Beaubien successfully performed the operation, assisted by Drs. St. Jean, Robillard and Lynn. Dr. Hill, Consulting physician of the hospital, was also present. The leg was amputated just below the knee. Dr. Robillard afterwards dissected the severed portion and found the flesh to be in a state of decomposition, and the bone greatly splintered. Press is doing well.

**21/05/1875      Ottawa Free Press      Canada Central      Skead's mills**

Yesterday, while shunting cars near Skead's lumber yard, and engine went down grade too rapidly, and collided with some wood cars. The tender was badly smashed but no other damage was done.

**25/05/1875      Ottawa Free Press      Canada Central      Bells Corners**

An engine with a freight train for Ottawa on the Canada Central, met with an accident yesterday morning, which will place it hors de combat for some time. One of the heavy axles of the front truck broke clean in two. No damage was done. The locomotive was run on to the switch at Bells Corners, where she will undergo repairs.

**26/05/1875      Ottawa Free Press      Tramway      Parliament Hill tramway**

Mr. Gibson's tramway from Parliament Hill to Major's Hill is undergoing repairs. It is well that proper precaution should be taken to avoid accident.

**28/05/1875      Ottawa Citizen      St. Lawrence and Ottawa**

DIED. - As anticipated would be the case, the young man Press. Who met with the severe railway accident at the Chaudiere Junction, died from the effects of his injuries

**Burglary**

On Sunday night last, the office of the C. C. R. was broken into and a cash drawer extracted, which contained nothing beyond a few papers of little value. An entrance was effected by forcing open the door of the freight shed, which is connected with the ticket office, and then prying the door of the office. The drawer was found next morning a short distance from the station. No clue as to who are the perpetrators of the act has been yet discovered.

28/05/1875 *Renfrew Mercury**Canada Central*

The surveying party under the charge of Mr. Harris reached Eganville on the 14th inst., and remained in the vicinity about a week, making a thorough exploration of the surrounding country. By this time the surveyors have probably reached the south shore of Golden Lake. Notwithstanding the inclement weather which prevailed from the time the survey was commenced up till within the last few warm days, all the party are well, hearty and jolly.

The line as located on this survey, will, we understand, pass about half a mile from Eganville.

01/06/1875 *Ottawa Free Press**Ottawa City Passenger*

Whilst being driven down Sussex street, this morning, a portion of the harness of one of the street car horses suddenly broke, and a lively runaway scene was with difficulty prevented by the driver.

03/06/1875 *Ottawa Free Press**Ottawa City Passenger*

Two men named Theodore Palikan and Joseph Coteau entered a street car in a drunken condition yesterday afternoon and at once started a disorderly sort of entertainment, winding up by frightening several lady passengers out of the car and breaking a pane pf glass. The police were promptly called and the men arrested.

03/06/1875 *Ottawa Citizen**QMO&O**Buckingham*

There is rejoicing today in Buckingham after the arrival of the Northern Colonization Paymaster, who is on a very praiseworthy mission viz. to pay off three months' arrears. This will make a little stir in Buckingham, the merchants in that village holding numerous due bills received from the men for goods. It is probable that work will at once be resumed on the railroad.

09/06/1875 *Ottawa Citizen**L'Orignal and Caledonia*

We are glad to see the progress that is being made in the grading of this road, and taking into account the few hands employed, it is evident with a stronger force the whole would be completed within the term contemplated by its projectors.

On and after the 12th instant the company will be in a position to exercise the powers given them by the General Railways Act, and can take possession of the land required by them for their road, when it is contemplated to put on such additional force as will prepare the way for the rails and rolling stock. It is to be regretted that many of the proprietors of the lands through which the road runs, are so obstinate as to refuse the company leave to take possession of the land required, thus retarding the work, when they must know that however distasteful to them possession after the date above mentioned can be taken without their leave. In a work in which all are deeply interested, the obstinacy of those objecting seems misplaced and we would urge upon owners the propriety of agreeing with the engineer in charge for the price of the land taken before they are forced to take such sums as disinterested arbitrators may award. - L'Orignal Advertiser.

10/06/1875 *Ottawa Free Press**Canada Central*

The people of Ottawa have decided not to give a bonus to the Canada Central - making a mistake. *Pembroke Standard*

14/06/1875 *Ottawa Citizen**St. Lawrence and Ottawa*

The early train from Prescott this morning was delayed a few minutes in consequence of a broken rail.

15/06/1875 *The Times, Ottawa**Ottawa City Passenger*

As a car of the street car line was coming up Wellington Street one of the members of the Chaudiere Company, who was employed in watering the streets, turned his hose upon the car, wetting ten of its occupants, and on being remonstrated with, he paid his respects to the driver, who intends having them arrested.

June 18. As intimated on Tuesday, McKay one of the members of the Chaudiere Fire Company was arrested by the police for willfully turning his hose, whilst watering the streets, upon an advancing street car and drenching the driver and two of its occupants. Several persons who witnessed the occurrence, testified that it was purely an accident and simply unavoidable, and that the man was not to blame. It seems that the driver of the car demanded his name and caught hold of him, whereupon he turned his hose upon him, compelling the Jehu to beat a hasty retreat. He was arrested at his instance, and notwithstanding the evidence to show that it was unintentional on his part, McKay was fined \$13 and costs. It can be readily conceded that his desire for drenching persons has been amply satiated, as the luxury cost him a very high price.

16/06/1875 *Ottawa Free Press**QMO&O**East Templeton*

Merchants, farmers and others complain heavily of the bad faith of the railway company. The sub-contractors not having their estimates paid since March last, which has necessitated almost a complete stoppage of the work. Mr. Stevenson being the only one at present that is doing anything. The contractors as a rule, appear to be honorable men, who would pay if they could get the money.

18/06/1875 *Ottawa Citizen**QMO&O**Buckingham*

Nothing doing on the railroad. The whole work is at a standstill.

21/06/1875 *Ottawa Citizen**QMO&O*

There has been considerably more work done on this line than is generally known, as a trip along its route will prove. At Salmon River, Messrs. Archibald and Worthington have erected one abutment of the bridge across it, and it is a splendid piece of masonry. The stone, which is of most superior quality, was obtained from the Henning quarry on the bank of the river Ottawa close to Montebello. The work is now at a standstill but all of the appliances still remain on the ground.

23/06/1875 *Ottawa Citizen**St. Lawrence and Ottawa**wood*

The St. Lawrence and Ottawa Railroad have decided to burn coal in some of their engines in future.

23/06/1875 *Ottawa Free Press**QMO&O*

N.C.R.R. The paymaster visited Buckingham on Monday last, and was joyfully received. He paid the contractors the arrears due for April. Nothing is doing at present, but it is expected that operations will be resumed immediately.

24/06/1875 *The Times, Ottawa**St. Lawrence and Ottawa**wood*

It would seem that the St. Lawrence and Ottawa Railway has determined to burn coal in their engines hereafter instead of wood. Economy has doubtless prompted the change.

26/06/1875 *The Times, Ottawa**Ottawa City Passenger*

The street railway track which has been buried for the last six months on the Sappers Bridge has been dug up again, and is being removed to another part of the bridge. It would seem that there are to be two tracks after all allowed on this busy thoroughfare. The north side of the bridge will be graded and a new sidewalk laid down to bring it into conformity with the other side.

**05/07/1875     Ottawa Citizen                     St. Lawrence and Ottawa**

Thirteen car loads of citizens left by the St. Lawrence and Ottawa this morning to witness the American celebration of their national day. The Independent Cornet Band accompanied the excursionists.

**06/07/1875     Ottawa Citizen                     St. Lawrence and Ottawa**

The excursionists to Ogdensburg had a glorious time yesterday and did not return home until after three in the morning. On the home journey two blackguards started a row in one of the cars which ended in a few chairs being smashed over someone's head. They had evidently got too much of Uncle Sam's forty rod on board.

**06/07/1875     Ottawa Citizen                     St. Lawrence and Ottawa                     Osgoode**

The night train on the St. Lawrence and Ottawa Railway, while passing the excursion train, near Osgoode last night, ripped up some of the rails, and knocked two of the cars off the track. No one, however, was injured, but the excursion train had to remain over several hours until the track was repaired and the cars removed.

**07/07/1875     Ottawa Citizen                     QMO&O**

The contractors for the Northern Colonization Railroad state that there is no cessation of work on the portion of their line between Montreal and Grenville and that there will not be until the work is finished. On the decision from Grenville to Ottawa work is for the present about suspended.

**10/07/1875     Ottawa Free Press                     Ottawa City Passenger                     Sappers Bridge**

The street car railway has been unearthed and placed in position, working the double track, so much coveted by the company.

**12/07/1875     Ottawa Free Press                     Tramway                     E.B. Eddy**

About 9 o'clock on Saturday morning last a young lad named Hillman met with a serious accident at E.B. Eddy's mills, Hull. He was riding on one of the cars of the tramway, when the car swung around, crushing him against a pile of lumber. --

**12/07/1875     Ottawa Citizen                     Canada Central                     Pembroke**

This morning, just as we go to press, we learn with great satisfaction that Messrs. J.A. Gordon; P. McCrea; J.S. Booth and H. MacFarland, contractors for the construction of the Pembroke extension of the Canada Central Railway arrived in town. They have made an inspection of the proposed route, and intend having a force of 600 men at work in a couple of weeks. From this it would appear that the road will be pushed on with greater promptness and vigour than has been imagined by even the most sanguine.

**17/07/1875     Ottawa Free Press                     Ottawa City Passenger**

A waggon met its fate last evening on the street railway track, Wellington street. One wheel was broken to pieces, and with only three left, the proprietor found that very unsatisfactory progress could be made.

**20/07/1875     Ottawa Citizen                     Canada Central**

This morning, Mr. Harris, C.E., with a party of 22 left Renfrew to locate the Canada Central extension route. Mr. Topley, of the Notman studios, photographed the party at work.

**21/07/1875     Ottawa Citizen                     Tramway                     J.R. Booth**

Between two and three o'clock yesterday afternoon, the people in the vicinity of J.R. Booth's lumber yard, were thrown into a state of excitement by the fall of an elevated platform or tramway, used for the transport of lumber to the different piled through the yard. The heavy lumber of which it was constructed came down with a crash which fully startled pedestrians and others in the vicinity. At the time of the accident a wagon load of heavy lumber was passing over the tramway. Of course it was precipitated with the horses and driven to the ground. Both of the animals limbs were so seriously fractured that they had to be shot immediately afterwards, but the driver miraculously escaped with only a slight injury to one of his ankles. Instead of jumping from the wagon as a person placed in such a dangerous position would do, he fell with the lumber and as it reached the ground managed to keep himself from being crushed under it. Several other wagon loads of lumber were on the platform at the time and were scattered below. People make a practice of lounging under the tramway on warm afternoons to escape the heat of the sun but fortunately no-one was under it yesterday when the accident happened or there would be a more lamentable story to tell. The tramway was not sufficiently braced and hence the accident. It will entail a heavy loss on Mr. Booth, some fifty or sixty yards of the tramway having been destroyed.

**23/07/1875     Almonte Gazette                     Canada Central**

Obstruction

Two gentlemen, while proceeding along the railway track, on Saturday evening last, about half way between Almonte and Carleton Place, came across a log lying across the rails, evidently placed in that position by some malicious paerson or persons with the intention of throwing the cars off the track. They removed the obstruction.

**02/08/1875     Ottawa Citizen                     Canada Central                     Pembroke**

The Observer says a meeting was held last week in Murray's Music Hall, which was addressed by Hon. A.B. Foster and Wm. Moffatt, reeve on this all engrossing subject. Mr. Foster said that if the town was prepared to grant him the right of way at once from the township line between Bromley and Stafford to the water's edge in this town, by what is known as the eastern route, with its terminus at or about Sappers wharf, or the western route, with its terminus in Moffatt's Bay, he was prepared to guarantee that 1,000 men would be at work on the road within a week. He would accept either route f it were offered to him on the spot, but as there appeared to be a difference of opinion prevailing as to whether the eastern or the western route would be the best, he advised that the matter be left over a week and he would have the eastern route examined, he being already sufficiently acquainted with the western, and would decide, on being further advised from the town within that time, which route he should accept. A resolution was passed guaranteeing the right of way as required by Mr. Foster, and two committees were appointed to visit the parties whose land will be touched by the road on both routes, with the object of obtaining the right of way to as good advantage as possible. Numerous questions were put to Mr. Foster, and answered by him as satisfactorily as it appeared possible they could be, and it appeared possible they could be, and generally, the meeting seemed satisfied that they were at least within a reasonable time to have the much desired railway communication.

**06/08/1875     Renfrew Mercury                     Canada Central                     Pembroke**

We learn from the Pembroke Observer's report of the meeting lately held there that Mr. Foster guaranteed to have 1000 men at work from within a week from the right of way being guaranteed to him from the township line between Bromley and Stafford to the water's edge at Pembroke. Committees were appointed to secure the right of way, either by the Eastern or Western route; and the Standard reports that they have been hard at work and have both met with success. Mr. Musson C.E., who has charge of the Pembroke extension, is engaged in making instrumental surveys. Mr. Harris was also in the town.

--

**17/08/1875     Ottawa Free Press                     Ottawa City Passenger**

Yesterday a horse attached to one of the cars slipped into the main sewer now being excavated at the junction of Duke and Queen streets, Chaudiere. After much unnecessary tugging and suffering, the animal was brought to the surface, apparently not much the worse. Both the bridge left by the contractors for the cars to pass over and that for other vehicles is too narrow and insecure.



Yesterday forenoon at twenty minutes to twelve, three dumping cars, the horses being unattached were passing over the temporary railway bridge across the canal, laden with stones taken from the Parliament Buildings Square, when the foremost ran off the track and dumped the wooden railway from one side of the bridge, while it telescoped itself with the two following cars. Fortunately the brakesman was at his post and put on his brakes, and several of the workmen running to his assistance, the car off he track was speedily unloaded, placed again upon the track, shoved away to its position, and the two loaded cars followed and were dumped.

20/08/1875 *The Times, Ottawa*

St. Lawrence and Ottawa

Billings

Mr. Thomas Reynolds, Managing Director of the St. Lawrence and Ottawa Railway returned from Montreal yesterday afternoon after making arrangements with the Grand Trunk Railway in conjunction with his own line, to carry passengers and stock, coming to the Exhibition, both ways at a single fare. A siding will be erected at Billings crossing for the accommodation of the public and to accommodate the landing of stock. This arrangement is a good one and will afford many facilities which could not be obtained had not the above plan been adopted.

20/08/1875 *Almonte Gazette*

Canada Central

Right of Way

Mr. A.W. Bell, official assignee, Carleton Place, has been appointed by the Canada Central Railway Co., to make arrangements for securing the right of way from Renfrew to Pembroke. Renfrew will be apt to go in weeds over the extension of the railway.

20/08/1875 *Almonte Gazette*

Canada Central

Scounderllam [sic]

Some evil disposed person placed a "tie" across the R.R. track on Tuesday last at the station here. A gentleman observing it, called th attention of a railway official to the fact,when it was removed.

21/08/1875 *Kingston Daily British Whi* St. Lawrence and Ottawa

Re-fitted - The Thomas Reynolds, engine No. 6, St. L. & O. RR., took out a passenger train from Ottawa yesterday. This locomotive was sent some time ago to Kingston, where she was thoroughly overhauled and refitted, and is now, the driver says, as good as new. Coal was used for the first time on the St. L. & O. R. R. for locomotive purposes

21/08/1875 *Ottawa Citizen*

Tramway

Parliament Hill tramway

Shortly after noon today, a workman named Joseph Ward, employed on the Parliament Square improvements, was injured by a stone from a blast. He had been in the habit of standing too near the blast, although repeatedly was cautioned to move further off, and today he received a warning which will no doubt prove effectual. While watching the discharge of a blast from the end of a train, a stone struck him on the head a stone struck him on the head, knocking him down and stunning him. --

21/08/1875 *The Times, Ottawa*

L'Orignal and Caledonia

Caledonia Springs

The railroad to Caledonia Springs. The L'Orignal and Caledonia Springs Railroad is now - thanks to the energy of Mr. Kavanagh, the contractor - so far as grading is concerned, in an advanced state, having all the laborious and difficult parts completed, the rest being easy of accomplishment, as the balance is over perfectly level ground. We perceive it is not only the intention of the company to run it to North Plantagenet but also to run it through the intermediate townships to Morrisburg on the St. Lawrence. More. (L'Orignal Advertiser.)

24/08/1875 *Ottawa Free Press*

Canada Central

Carleton Place

Mr. G.W. Eaton informs us that the people of Carleton Junction have offered the Canada Central R.R. Co. \$100,000, and exemption from taxes for 10 years, on condition of the workshops being located there.

24/08/1875 *Ottawa Citizen*

L'Orignal and Caledonia

The Directors of the Caledonia Springs Railway propose continuing their line from the Springs to High Falls, connecting there with the Ottawa and Coteau Landing Railway. The survey has been made as far as the Nation River, and will shortly be completed to the point of intersection. It will pass through a wealthy farming community and several prosperous villages.

26/08/1875 *Ottawa Citizen*

Canada Central

Pembroke

Town council met on Monday last and passed the first and second reading of the Canada Central By-law as amended. \$75,000 to the Canada Central provided that before any part of the grant is paid the railway shall purchase a suitable site for a passenger or freight station. Sets out the conditions in detail.

27/08/1875 *The Times, Ottawa*

St. Lawrence and Ottawa

Montreal Road

It is said that a deputation is likely to wait shortly upon Mr. Reynolds with a view to having a station at Harrisville, on the Montreal Road, near its junction with the St. Lawrence and Ottawa Railway.

31/08/1875 *Ottawa Citizen*

Canada Central

Pembroke

The contracts for the extension of the Canada Central Railroad have been awarded to the following parties:

Sections 1 and 2 - W. Halpenny, Renfrew.

Sec. 3 - W. Stevenson, Carleton Place.

Sec. 4 - Wm. S. Carmichael &amp; Co, Ottawa.

Sec. 5 - James Cotton, Ottawa.

Sec. 6 - P. Dion, Quebec.

Sec's. 7, 8, 9, 10 &amp; 11 - James A. Gordon, Sherbrooke.

Sec's 12, 13 &amp; 14 - Fraser &amp; Russell, Kemptville.

Sec's. 15, 16 &amp; 17 - David Rowe &amp; Co., Brockville.

Sec's. 18, 19 &amp; 20 - Rogers, Kelly &amp; Co., Rouses Point.

Sec's. 21 &amp; 22 - P. &amp; J. Martin, Montreal.

Sec's 23 &amp; 24 - D. Gordon &amp; Brothers, Sherbrooke.

Sec's 25 &amp; 26 - Jas. Kelly &amp; Co., Ottawa.

Sec's 27, 28, 29, 30 &amp; 31 - Geo. Neilson &amp; Co., Belleville.

Sec's 32, 33, 34, 35 &amp; 36 - T. Murray, Pembroke.

Also in the Renfrew Mercury of September 6.

31/08/1875 *The Times, Ottawa*

Canada Central

Pembroke

Awards of contacts for Canada Central Extension. Gives details of the award of contracts for the 36 sections to 14 sub contractors.

Pembroke Aug 28. At a special meeting of the Pembroke town council held this morning, Monday 30th inst. was proclaimed as a civic holiday, in order that our citizens may attend the ceremony of the turning of the first sod of the C.C.R. extension which takes place at 5 p.m. on that date.

31/08/1875 *Ottawa Free Press*

St. Lawrence and Ottawa

Sussex Street

Mr. Reynolds has erected a magnificent arch at the St. L. & O.R.R. depot covered with evergreens, and bearing the inscription "Welcome Home!"

31/08/1875

Ottawa Citizen

Canada Central

Pembroke

The first sod of the Pembroke branch of the Canada Central Railway was turned here last evening by Mrs. Esther Supple, assisted by Col. Peter White, and the first inhabitant of the town, and Mr. William Moffatt, Reeve, Miss. Moffatt performing the ceremony of christening the road. After the turning of the sod the assemblage adjourned to a large tent erected for the purpose and partook of a champagne lunch provided for the citizens. A letter from A.B. Foster, manager of the company, regretting his inability to be present on the occasion was read. The company was represented by Mr. R.L. Harris, Chief Engineer and Mr. T.A. Knowlton, Mr. Foster's Private Secretary. Over a thousand people were present and they testified their satisfaction at the formal commencement of the road and assurances given by Mr. Foster's letter of its speedy completion by repeated and enthusiastic cheering. The town council entertained the Engineer and a number of leading citizens at a champagne spread in the Music Hall in the evening. The Reeve occupied the chair and amongst the guests were R.L. Harris, Chief Engineer, C.S. Masson C.E., Mr. Knowlton and Mr. Blackie of Toronto. A most enjoyable evening was spent, the festivities lasting far into the night. The festivities were much enlivened by the presence of the St. Patrick's Brass Band, which discoursed some very fine music before the performing of the ceremony and during the remainder of the evening.

A shortened version of the above was in the Kingston british Whig of 1 September 1875.

01/09/1875

The Times, Ottawa

Canada Central

Pembroke

Pembroke Aug. 30. The first sod of the Pembroke branch of the Canada Central Railway was turned here at four o'clock by Mrs. Esther Supple assisted by Col. Peter Valite sen., and Wm. Moffatt Esq., Reeve of the town, Miss. Moffatt performing the ceremony of the christening of the road. After the turning of the sod the assemblage adjourned to a large marquee erected for the purpose, and partook of a champagne lunch provided by the citizens. A letter from Hon. A.B. Foster, manager of the company regretted his inability to be present at this occasion, was read. The company was represented by Mr. Harris chief engineer, and Mr. T.A. Knowlton, Mr. Foster's private secretary. Over a thousand people were present and testified their satisfaction at the formal commencement of the road, and the assurances given in Mr. Foster's letter of its speedy completion were received with repeated and enthusiastic cheering. The town council entertained the engineers and a number of leading citizens at a champagne spread in the Music Hall in the evening. The Reeve occupied the chair and amongst the guests were R.L. Harris C.E.; C.S. Mason C.E.; Mr. Knowlton and Mr. Blackie of Toronto. A most enjoyable evening was spent, the festivities lasting far into the night. The proceedings were much enlivened by the presence of the St. Patrick's brass band, which discoursed some very fine music before the performing of the ceremony and during the remainder of the evening.

02/09/1875

Ottawa Free Press

QMO&O

The case of the N.C.R. vs. the city [sic] of Ottawa, to recover the \$100,000 bonds, and also an additional \$100,000 for damages, comes up before the court, in Montreal. During the present month, but Warden Devlin has not yet been notified as to the exact time. We understand that operations on this road have been recommenced.

03/09/1875

Almonte Gazette

Canada Central

Pembroke

C.C. Extension.

The contracts for the extension of the C. C. R. from Renfrew to Pembroke have been awarded to the following parties.

Full details given.

- - -

The Extension.

The work of the extension proceeds slowly but surely. The conditions of the former bonus bylaw not having been complied with, and it therefore being void, the Hon. A. B. Foster came up here on Friday last for the purpose of having the bonus re guaranteed. As it would occasion considerable delay to have the matter gone through in the usual bylaw form, Mr. Foster agreed in the meantime to accept a bond, subscribed by several leading gentlemen of this town, guaranteeing the bonus. This was accordingly done and the town council, at a meeting on Monday evening, took the necessary steps towards bringing the new bylaw before the electors, who by passing it will relieve the gentleman who signed the bond from the personal responsibility.

Mr. Foster, on being questioned, refused to state which route would be chosen; but it is now pretty generally acknowledged that the one coming in at the eastern side of the town has the preference. This is rendered more probable by the fact that it is generally rumoured the line of extension will go by way of Cobden, the engineers having found a very favorable and direct route past that place. In fact it is said that's the distance between Renfrew and Pembroke via Compton is only twenty-nine and one half miles-a difference of between four and five miles in favour of this over the other project lines.

The engineers were expected to get through the survey yesterday, after which the route chosen would be announced. Contracts have already been given out, Mr. Thos. Murray, we believe, having taken one to supply 30,000 ties. Grading contracts will be awarded in a few days. The new bylaw brought in by the town council extends the time for finishing the road till 1st July, 1876, but Mr. Foster still adheres to his promise of having light trains running by New Year.- Pembroke Observer.

From the Pembroke Standard.

Our town council met last Saturday, at which telegrams were read from Hon. A.B. Foster, and our Reeve, Wm. Moffatt, Esq., who were in Renfrew stating that the first sod of the extension would be turned on Monday the 30th inst., and a Committee was appointed to make arrangements for that event. In the Town Hall on Monday, the Committee met, when provision was made for celebrating the event, as also for providing liquors wherewith to entertain "the public who will gather there to celebrate the occasion." At this meeting it was moved by Mr. William Murray, seconded by Mr. J.G. McCormack, that the Reeve, Mr. Wm. Moffatt Esq., be appointed to break the ground on the C.C. extension, and committees were appointed to see the necessary arrangements carried out. Bills were also issued on Monday morning, proclaiming the day as a holiday, and several of the stores which had been opened at once got their shutters on again, and moved round town discussing the latest news on event of the day.

At five o'clock in the evening the point of attraction was the east side of the bridge, where the station of the railroad is expected to be located, and at Supple's Point a large covering had been erected to adjourn to after the ceremony. The Brass Band reached the ground about five o'clock, and shortly afterwards was followed by the Reeve and other gentlemen, who proceeded to the spot marked out. They were quickly followed by a crowd who made a ring around the chief actors. Mr. Moffatt introduced Mr. R.C. Harris, engineer on the road who stated that he had been suddenly called upon by the Hon. Mr. A.B. Foster to officiate in his absence, but at the present time it was not necessary to make a speech. He thanked the people of Pembroke, and as representative of the C.C. Railroad, requested the Reeve to continue with the work to be done.

Mr. Moffatt then read a letter of apology from Hon. A.B. Foster for not being present on the occasion, stating that urgent business matters called him away. Mr. Moffatt said it gave him extreme pleasure to work at the present moment, but before doing so he selected Mrs. E. Supple and Peter White, son, to assist, and then taking hold of the pick, proceeded as if he intended to finish the job. Mrs. E. Supple then lifted some of the earth with a spade, followed by Mr. White, and the wheelbarrow was "hurried" away by the Reeve and emptied. On returning, Mr. Moffatt called over his oldest daughter, Miss Margaret Moffatt, to christen the road which she did, "according to ancient usage" by saturating the ground with the contents of a champagne bottle, which she broke over it.

The crowd then adjourned to the building which had been temporarily erected, the tables of which were very thickly dotted with champagne bottles ? a hogshhead of beer also being ? the round. Here several toasts were drunk ? tempting beverage - illegible.

Our own reporter furnishes us with the following summary of the conclusion of the proceedings:-

As the "crowd" at the temporary shed erected was "boss" of the situation, the Committee prudently thought prudent to delay furthering the proceedings until evening, than to meet at Murray's hall when, about eight o'clock quite an assemblage gathered and the programme, intended to have been gone through on the ground was fully carried out, with the addition of several volunteer toasts. The Pembroke Brass band was also in attendance, and discoursed several pieces during the evening. The programme, with the additions having been fully completed by about half past twelve, the assemblage dispersed, and all felt satisfied that if, in their way, they had contributed to the extension of the road to Pembroke, it surely must be completed before January next.

Pembroke is now satisfied, Our Own adds, she will be brought down on a level with other places by the first of January, and we have no reason to doubt that such will be the case, as they are a people hard to be got over.

P.S. - "Our Own" did not see the "stores moving around town," &c., as stated by the Pembroke Standard.

On Saturday evening, August 28th, a meeting of the ratepayers of the village of Renfrew was held in the Town Hall; having been convened by Mr. Smith, the Reeve, for the purpose of taking into consideration the propriety of cooperating with the Canada Central Railway Company to bring the junction of the Pembroke branch with the Canadian Pacific extension right into Renfrew village, instead of having it located some four miles away on the main branch.

At the hour - half past six o'clock - at which the meeting had been called, it seemed as if but little interest was being taken in the matter and that the attendance would be small; but in a short time after, the gathering increased and when the proceedings commenced, the rate payers were fully and respectably represented.

On motion of Mr. J.L. McDougall, M.P., seconded by Mr. Wm. Airth, Mr. Smith was called to take the chair.

The chairman then proceeded to state his reasons for calling the meeting. He said that about eight months ago he applied to Mr. Foster to have the junction, whenever the extension was proceeded with, placed at Renfrew; and more recently, when there was a meeting of the Directors at Ottawa, he endeavoured to secure the same object but there he was told that Mr. MacKenzie was set upon having the junction at Douglas. But still more recently, while looking with Mr. Foster over a map of the county with the different routes examined by the surveyor, he found that owing to the difficulties presented by the nature of the country, the point of junction was driven away from Douglas and close to Renfrew. Mr. McDougall and himself then suggested crossing from this place to Pembroke on the north side of the Bonnechere, in the neighbourhood of Pike Lake, a few miles from Renfrew. The surveyors had since been busy over that lone. They found it the best they had examined; and that is the route selected. The bridge to cross to the main line, on the other route, would be near McCormack's or Willy Scotts. But to bring the line direct from Pembroke to Renfrew, so as to have the junction here, while it would shorten the distance by rail two miles, would also require two more miles to be built north of the Bonnechere, and through a section where the right of way would cost more; while the bridge at the other crossing would be several thousand dollars cheaper than the one at the village. If the company brought the junction here, they would also want a good deal more ground, for keeping more engines and cars here than at present, and for working the line. On these grounds, Mr. Foster had consulted him as to his opinion what the people of Renfrew would be willing to do to assist having the junction here. He (the chairman) said they could not do much; but he would call the people together, and see if they thought it would be to their advantage to have the junction here, or at another village a few miles off. He thought they would admit that they had reaped advantages from getting the railway here. For these reasons he thought it his duty, as Reeve, to call the people together, that they might not say afterwards they had not been consulted in the matter. As far as he was personally concerned, he was quite willing to give the Railway Company the Admaston bonus. He would now leave the matter in the hands of the people, and say no more himself just then; but would call upon Mr. McDougall, who had had a conversation with Mr. Foster, to give his views.

Mr. McDougall, at first remarked that he did not think he could add much to what had been said by the Reeve; but subsequently he said that as so many ratepayers were present, it would be well of some of them would express their opinions, so that if the people wished to get the junction here, it might be known what they were willing to pay. It appeared to him that the indirect advantages of having the junction here were greater than the direct advantages: that is, it might eventually lead to the junction at Renfrew, also of the Kingston and Pembroke and of the Northern Colonization Railways. He thought the Chairman had also alluded to the repairing shops.

The Chairman mentioned that he had not mentioned that in the remarks he had just made; but he and Mr. McDougall had had conversations with Mr. Foster about it, as other places were offering large inducements to get the Company workshops located in their limits.

Mr. McDougall continued: They could not expect Mr. Foster to say the repairing shops should be here as a consequence of a bonus for the junction. He thought Mr. Foster imagined that Eganville and Renfrew would unite in giving the right of way; but, personally, he was not prepared to deal with any one on that point, as he thought the right of way should be a distinct thing from the question of bonus. With respect to giving any bonus - or what amount if any bonus were given - all were equally interested with himself and ?? And those who had the east property might be able to say what was the most advisable should be done. After some further discussion, in which Mr. James Allan and Mr. H.U. Horison took part, and in the course of which, in reply to a question what amount of bonus was wanted, it was said \$30,000 had been spoken of, and the Chairman said he did not think Mr. Foster wanted so much money Mr. John McRae suggested the propriety of adjourning the meeting for further consideration of the matter for a few weeks - it was stated that there was not enough time to do this as the contracts had been let, and a decision must readily be come to. Finally, Mr. McDougall suggested it would be as well to submit to the meeting the resolution of which he understood a draft had been prepared.

The Chairman then called upon Mr. Smallfield, as acting secretary, to read the proposed resolution as follows:-

Resolved that as the question of co-operating with the Canada Central Railway Company in making the junction between the main Canadian Pacific Branch and the Pembroke Branch at the village of Renfrew involves the outlay of a considerable sum of money, and this meeting has not had sufficient data to go upon to decide intelligently at the present time, it would be advisable to appoint a Committee consisting of the following:- Messrs. J.L. McDougall, John Smith, Felix Devine, R.C. Mills and James Ward, to ascertain the cost of bringing the junction direct into the village of Renfrew: the points for the committee to report upon being:

- 1st. The quantity of land required for the accommodation of the Railway Company's business, if Renfrew to be made a junction instead of a way station: and the cost of such land.
- 2nd. The proportion of the cost to be borne by the village of two additional miles of railway, which would have to be built if the junction be here, instead of four miles off on the main line.
- 3rd. The rate of increased taxation this would involve, for the next ten or twenty years.
- 4th. On the other hand the addition to the business of the village which would follow from the large (temporary) outlay for the construction of a permanent station of the class that would be required at the junction: with the permanent addition to the population and employment of the village, arising out of the number of men who will have to be continually engaged at the Junction: and the expenditure in the repairing shops which would necessarily be located at the Junction.
- 5th. The probability, if the Junction be made at this village, that this point would also be selected for the junction of the Northern Colonization Railway as well as the Kingston and Pembroke Railway.

(Mr. James Carswell was at first proposed as one of the above Committee: but it being understood that he was absent at present from the village, Mr. James Ward, on motion, duly made and seconded, was nominated instead.)

Mr. James Stewart then moved, seconded by Mr. A.J. McIntyre, the adoption of the resolution as read: Mr. Stewart stating that he had come to the meeting with the intention of opposing the bonus: but after he had heard he was inclined to think it might be advisable to give something.

The meeting then adjourned.

The Northern Colonization Railway. Montreal August 25. - The Secretary of the Northern Colonization Railway received an answer this morning from the Premier in reference to the proposition laid before him last week by the deputation of Directors which waited on him at Quebec. The government offers to take the railway work into its own hands and complete it at the expense of the Province on condition that the municipalities carry out their undertaking to pay up the amounts for which they have made themselves liable. The directors of the company are in session this afternoon considering the Premier's answer.

A large culvert in the St. L. & O.R.R., about six miles from this city, caught fire yesterday, and proved a great impediment to travel. The afternoon train, due here about 4 o'clock did not arrive for nearly two hours later as a complete transfer of baggage and passengers took place. The employees on the train turned out to the work, but this was not found to be sufficient and soon a large number of passengers were giving active assistance. They must have had a rather lively time of it. The trains last night were all delayed from this cause. The illumination could be observed from this city, but the heavy rain proved too much for the flames and they gave up in disgust. The damage will be quickly repaired.

08/09/1875      *Ottawa Citizen*      *Kingston (CP)*

An excursion party went over the Kingston and Pembroke Railway on the 3rd, as far as Sharbot Lake, a distance of 46 1/2 miles. From the account which appears in the News we learn that the track, as far as ballasted, appears to be smooth and substantial, and in much better condition than was generally supposed. True, the curves are sharper, the gradients steeper than we have been accustomed to on the Grand Trunk, but we can scarcely expect to get as good a road as the Grand Trunk without a much greater outlay of money than is ever likely to be put on the Pembroke Railway. The road is ballasted for thirty miles from Kingston and constructed ten miles further. The company have two large gangs of men engaged in ballasting this section of the road and since the reorganization of the company, two weeks ago, six miles have been ballasted. It is intended to complete the additional six and a half miles of the road to Sharbot Lake this fall, when it will be open for traffic. It is the intention of the company to push on to Douglas, in the county of Renfrew, 105 miles from Kingston, and here form a junction with the Canada Pacific and the Canada Central. There is said to be plenty of minerals, lumber, &c., waiting for transportation.

09/09/1875      *Kingston Daily British Whi*      *Canada Central*

OUR RAILWAYS, - work will be pushed on at the Pembroke end of the Central Railway directly after the working specifications are finished. Mr. Thos. Murray is preparing for his contracts by getting all in readiness for a commencement. Implements, &c., are being scattered over the different sections of the road. The location will be completed in a day or two.

09/09/1875      *Ottawa Free Press*      *St. Lawrence and Ottawa*      *locomotive*

A fine new passenger locomotive, called the "Countess of Dufferin," was placed in the St. Lawrence & Ottawa R.R. this morning. It is a handsome piece of workmanship and was attached to the ten o'clock train.

09/09/1875      *Kingston Daily British Whi*      *Kingston (CP)*      *Kingston*

FIRST ARRIVAL - The first consignment - eight car loads, - of iron ore, from the Glendower mines, arrived here by the Kingston and Pembroke Railway last evening. The company, our readers will remember from the statement made in the WHIG in connection with the late Directors' excursion, have contracted to convey and deposit at the Grand Trunk Railway esplanade this fall no less than 5,000 tons.

---

K. & P.R.R. - the freight trains on this road will be run pretty regularly during the balance of the season. The first load of iron ore was delivered in the city last evening, 80 tons, 10 tons to a car. Another load is expected in this evening. The ore will furnish up freights for a number of vessels.

10/09/1875      *Renfrew Mercury*      *Canada Central*      *Renfrew*

There is not much actual progress to report. Mr. A.W. Bell, we believe, has not succeeded in making satisfactory negotiations for the right of way in the neighbourhood of Renfrew - the owners of property declining the proposition to name their own price for the amount of compensation required.

Wednesday night's train brought in eight or nine car loads of railway construction implements and lumber and furnishings for the navy camps. A number of strangers have arrived within the last few days and are hanging around town looking for work on the road.

10/09/1875      *Almonte Gazette*      *Canada Central*      *Alexandria*

Killed by The Cars.

Thursday evening, 2nd inst., "Bob" Hayes, of this place, while standing on the railway bridge was run over by the cars. His legs were horribly crushed and almost severed from his body. His sufferings, until death released him of all pain, an hour afterwards, were excruciating and agonizing to behold. His was a sad end. No more will his kind beaming eyes light up with affectionate recognition as formerly when met by his friends. His familiar countenance will be missed with regret by those who had the honour of his acquaintance, and who will ever hold the remembrance of his name with tenderness in the innermost recesses of their affections, and heave a sigh of regret when thoughts of the departed one arises in their memory. Like poor Guibord of Montreal fame, Bob was not interred in consecrated ground, the reason of which, in this instance, may be accounted for by the fact that Bob was a dog.

10/09/1875      *The Times, Ottawa*      *St. Lawrence and Ottawa*      *locomotive*

The Managing Director of the St. Lawrence and Ottawa Railway, with his usual enterprise and alive to the necessity of such action, has placed another powerful locomotive on this road. It was imported from England and is by far the best engine now on the road.

11/09/1875      *Ottawa Free Press*      *Canada Central*      *Chaudiere*

A special train was kept in waiting at the Canada Central Depot, from 7 o'clock to 8 o'clock, this morning, for the purpose of conveying the "Conqueror" steamer to Arnprior. Fortunately, however, the special train was not required. (N.B. there was a fire at Arnprior).

11/09/1875      *Ottawa Citizen*      *Canada Central*      *Arnprior Chaudiere*

Last night a special train left the Canada Central depot for Arnprior, having on board the "John Heney" fire steamer. Mr. J.D. O' Donoghue, M.P.P., Ald. Birkett, and several others accompanied the machine. On arriving at Arnprior, a line of hose was laid at the scene of the fire, but before the engine was long at work, it burst a length of hose. Ald. Birkett telegraphed for more hose, but the order was subsequently countermanded, the Smiths Falls engine, having arrived with a fresh supply. The "Conqueror" was held in readiness to go to Arnprior if required.

14/09/1875      *Ottawa Free Press*      *Canada Central*      *Pembroke*

We are pleased to learn that the contractors for the Pembroke extension of the Canada Central Railway are rushing things on gloriously. Mr. Thomas Murray, who has the sections nearest the village, cannot get men enough to rush things as he would like. He promises to have his portion of the road done by the first day of December. So mote it be.

14/09/1875      *Ottawa Free Press*      *Tramway*      *Haycock horse railway*

The Ottawa Iron and Steel Manufacturing Company made their first iron at the Haycock iron location on Monday last, a bloom of about 200 lbs. Which was subsequently hammered into horseshoe nails by the blacksmith, and it was found to work beautifully.-- Aylmer Times.

14/09/1875      *The Times, Ottawa*      *St. Lawrence and Ottawa*      *Billings*

As will be seen in an advertisement in another column, the St. Lawrence and Ottawa Railway will run six trains daily during the week of the Exhibition. This will be a great convenience to the travelling public. A landing at which passengers can alight and freight and livestock be unloaded, has been erected on the line near Billings Bridge. Distance from Exhibition ground about three fourths of a mile, over an excellent road. All trains stop at the exhibition landing. This shows commendable enterprise on the part of the railway company.

15/09/1875      *Ottawa Free Press*      *Ottawa City Passenger*

Street railway busses will run in connection with the street cars from the Russell House corner to the Exhibition Grounds.

**16/09/1875     Ottawa Citizen                     Ottawa City Passenger**

The street railway buses will run in connection with street cars from Russell House corner to exhibition grounds and return.

**17/09/1875     Renfrew Mercury                     Canada Central                     Renfrew**

Account of railway meeting on location in Renfrew.

Resolved - That the Hon. A.B. Goster, in consideration of the right of way being furnished, shall give a bond that if the conditions of the junctions of both the extensions to the Georgian Bay branch of the Canadian Pacific Railway and of the Pembroke branch of the Canada Central Railway shall be placed at the present Station grounds be not complied with within two years from this date he shall forfeit to the Municipality of the Village of Renfrew the sum of twenty thousand dollars.

**18/09/1875     Ottawa Citizen                     St. Lawrence and Ottawa**

During the exhibition the St. Lawrence and Ottawa Railway will issue from both Ottawa and Exhibition Landing stations, tickets to Kemptville and back by their 5.15 p.m., and 7.20 p.m. trains good for two days. Fare, 50 cts. for the double journey.

**18/09/1875     The Times, Ottawa                     St. Lawrence and Ottawa**

The Managing Director of the St. Lawrence and Ottawa Railway has succeeded in obtaining Pullman Cars to run on that road during exhibition week. The additional means of transportation to the capital will be hailed with delight by the travelling community.

**20/09/1875     The Times, Ottawa                     St. Lawrence and Ottawa**

Seventeen passenger cars laden with passengers for the Exhibition arrived by the St. Lawrence and Ottawa Railway yesterday morning.

The first rush to attend the fair began on Saturday. Over sixty carloads of freight and livestock came by the St. Lawrence and Ottawa road alone on Saturday.

Note - the first day of the exhibition was Monday 20th.

**27/09/1875     Ottawa Citizen                     Canada Central                     Pembroke**

Two sections of the road between Renfrew and Pembroke have been commenced, and the work is being actively carried on. There is over a mile of the Murray section ready for the ties, and we have no doubt the Roger section will very soon be able to report a like progress. Mr. Neilson is also about commencing with his contract, and will doubtless push it on with all his wonted energy and expedition. The Renfrew people and Mr. Foster have not, as far as we can learn, settled their differences yet, which doubtless causes some delay in commencing the section next Renfrew village. - Observer.

**30/09/1875     Ottawa Free Press                     QMO&O**

Montreal, Ottawa and Western Railway - it is confidently expected that the work of construction upon that road will be recommenced before many days, and prosecuted with vigor under the direction of the Local Government of Quebec.

**01/10/1875     Renfrew Mercury                     Canada Central                     Pembroke**

Rumours about the Pembroke extension of the C.C. Railway were various and conflicting in the early part of the week. First it was reported that Mr. Foster had determined, on account of the difficulty of satisfactorily settling about the right of way, to stop the work, and that all hands would be discharged by the contractors. This rumour was hardly well afloat, before it was superseded by another, that Pembroke had boldly taken the bull by the horns, and had contributed \$10,000 in cash to pay for the right of way without any further delay.

In point of fact, Mr. Foster had taken the matter in hand and, assisted by Mr. Smith and Mr. Allen P.L.S., had come to terms with owners of property outside the village on Tuesday; and on Wednesday work was commenced on the bridges over Smith's creek and the Bonnechere River, The crossing of the latter will be at Mr. Murphy's farm.

P.S. As we go to press we learn that Mr. Foster, finding that exorbitant prices are expected for farm land near the village, has notified Mr. Smith and Mr. McDougall (who had given the right of way), that he will pay them for their land at the same rates as the other parties have received, but that he will no longer hold himself bound to make the junction here.

**01/10/1875     Almonte Gazette                     Canada Central**

At the meeting of the Canada Central Railway shareholders the following gentlemen were appointed directors for the ensuing year: H.S. Foster, J. Smith, Hon. Jas. Skead, J. Ashworth, H.V. Noel, E. McGillivray, W. Moffatt. New appointments. J. O. Hallaron, N. Pettes, H.L. Redhead, President. Nothing further was done, the old officers being retained in their present positions. It was casually mentioned at the board, that the people of Pembroke had extended the time of their subsidy for the completion of the road to the 1st of July next, but Mr. Foster considered that the road would be completed to Pembroke in January next if nothing unusual occurred to prevent it.

**01/10/1875     Almonte Gazette                     Canada Central**

The Railroad.

Two sections of the road have been commenced, and the work is being actively carried on. There is over a mile of the Murray Section ready for the ties, and we have no doubt the Roger Section will very soon be able to report a like progress. Mr. Nielsen is also about commencing with his contract, and will doubtless push it on with all his wonted energy and expedition.

The Renfrew people and Mr. Foster have not, as far as we can learn, settled their differences yet, which doubtless causes some delay in commencing the section next Renfrew Village. But it is to be hoped that Mr. Foster will be met in a friendly and a liberal manner, and that no barrier to the speedy completion of the road will be thrown in the way by our good friends at Renfrew. They have heretofore been liberal and disinterested in their conduct and contribution; let them pursue a like course at this time, and then they will soon be able to join with the Pembroke people in celebrating the connection by rail of the two most important villages of the country. - Pembroke Observer.

**11/10/1875     Ottawa Free Press                     L'Original and Caledonia**

C. & L. O. Railway - Work on this undertaking has been stopped for this season, which is due principally to the difficulty in obtaining the right of way. It is the intention, however, to resume work early in the spring of the year, and to have the road in running order by the middle of June.

**11/10/1875     Ottawa Free Press                     Tramway                     Parliament Hill tramway**

A quantity of railroad iron, sold by Mr. Gibson, contractor, to the Buckingham Plumbago Co., was, this morning, shipped on board a barge at the canal locks. A temporary tramway was erected for the purpose of loading on the metal.

**11/10/1875     The Times, Ottawa                     Tramway                     Parliament Hill tramway**

The Buckingham Plumbago Company have purchased the rails used by Mr. Gibson, the contractor for excavating the Parliament Square. They purpose laying a tramway from the works to the Ottawa River to facilitate the transshipment of the produce of the mine.

**12/10/1875     Ottawa Free Press                     Tramway                     Parliament Hill tramway**

The iron rails which were employed in the construction of Mr. Gibson's tram railway on Parliament Square and Major's Hill, were yesterday shipped by the barge Davis to the plumbago mines in Buckingham. The trucks were also taken down. It is evident from this that the Plumbago Company means business.

**12/10/1875     Ottawa Citizen                     L'Original and Caledonia**

The contractor, Mr. Kavanagh, has suspended work on the Caledonia Springs Railway for this season owing to the difficulty experienced in securing the right of way from some of the farmers on the route. The work will be resumed early next spring, and will be completed to the Springs in time for next summer's traffic.

**13/10/1875    Ottawa Citizen                      Ottawa City Passenger**

The street railway cars only run as far as Pooley's Bridge now owing to the main sewer excavations on Duke street.

**13/10/1875    The Times, Ottawa                      Ottawa City Passenger**

Owing to the main sewer being pushed forward on Duke street cars are only able to run as far as Pooley's Bridge. This is a work of necessity and, in consequence street railway travel must be impeded. The contractor, however, has put on a force of men sufficient to make the interruption of as short a duration as possible.

**14/10/1875    Ottawa Free Press                      Tramway                      Parliament Hill tramway**

The tramway bridge across the canal which was used by Mr. Gibson last summer, is the property of the Government. It is no doubt in the market for sale, and will be taken down under any circumstances.

**15/10/1875    Ottawa Free Press                      QMO&O**

M. O. & W. It is feared that owing to delays in transferring this road to the Local Government of Quebec, the work of construction will not be resumed this fall.--

**15/10/1875    Ottawa Free Press                      Tramway                      Parliament Hill tramway**

Mr. Gibson corrects the statement made in yesterday's issue of this journal, and asserts that the tramway bridge across the canal is his property.

**19/10/1875    Ottawa Citizen                      QMO&O                      Montreal**

Nothing has yet been settled in regard to the transfer of the Montreal, Ottawa and Western Railway Contract to the Local Government owing to the directors objecting to the terms proposed to them. In the meantime, hundreds of employees of the company are waiting to be paid for from three to six months' work, and cases of actual suffering are to be found here.

**21/10/1875    Ottawa Free Press                      Canada Central                      Pembroke**

A gentleman recently arrived in Ottawa from Pembroke informs us that Mr. Murray has over four miles of the Canada Central extension graded and ready for laying the ties.--

**21/10/1875    Ottawa Citizen                      Canada Central                      Pembroke**

Mr. Michael O'Meara and Mr. Andrew Irving snr. Have been appointed trustees of the railway debentures on behalf of the town.

**22/10/1875    Renfrew Mercury                      Canada Central                      Pembroke**

The grading from the north side of the Bonnechere River up to Cobden and from Pembroke to Snake River, is we understand, very nearly completed, but there is a great deal of work to be done before the bridges will be ready for the engine and cars to cross. In this village the difficulties in the way of settlement for the right of way have all been removed with the exception of the compensation for damages involved in the removal of Mr. Inglis's store, nearly opposite the Exchange Hotel, in which instance resort, it is probable, will be had to arbitration - as the sums offered and that demanded, for compensation, are presented by widely different figures. Also reported in the Ottawa Citizen of 23rd.

**22/10/1875    Renfrew Mercury                      QMO&O**

On Monday of last week the Montreal, Ottawa and Western Railway Company, accepting the proposition of the Government, was sent to Quebec and today Mr. DeBellefeuille, the Company's Secretary, received a reply from the Government that it agreed to the transfer of the charter to it. The communication will be put before the Board of Directors shortly, who will call a meeting of shareholders to ratify the transfer. The government agrees to accept all liabilities, but will contest doubtful claims.

**25/10/1875    Ottawa Free Press                      Tramway                      Buckingham Plumbago**

Account of a visit to the Buckingham Plumbago mine.--

After a pleasant ride down the river we arrived at the Buckingham Wharf. At least it is called Buckingham Wharf, although in reality about four miles from the village. Alighting from the boat, we observed the tramway cars and track lying at the wharf, awaiting transportation to the mines. This material, it will be remembered, was purchased from Mr. Gibson, contractor, of this city.--

#### THE TRAMWAY

The tramway is already being built, and when finished will be 300 yards in length. It will be double track, on an inclined plane, so that the velocity of the loaded cars will carry the empty cars up to the mines. --

**29/10/1875    Renfrew Mercury                      Canada Central                      Pembroke**

The work on the road is steadily, and we might even say, rapidly progressing. Messrs. Blade & Fortrine, sub-contractors under Mr. Murray, are pushing on their mile section with all possible speed, and have it done now, except a part below Mr. White's where they have built a large stone wall as a breakwater, and have an unusually large amount of "filling" to do. Messrs. Neilson & Co. have recently put on 200 men on their section, being determined to "rush" the work. We learn that the bridge across the Bonnechere at Renfrew is partly built, the abutments on either side being completed. Many of our townfolk are of the opinion that the road will be put through during the early part of the winter. Pembroke Standard. Also in the Ottawa Citizen of 27th.

**29/10/1875    Almonte Gazette                      Canada Central                      Renfrew**

#### Railway Items

The grading from the north side of the Bonnechere River up to Cobden, and from Pembroke to Snake River, is, we understand, very nearly completed; but there is a great deal of work yet to be done before the bridges will be ready for the cars and the engine to cross. In this village, the difficulties in the way of a settlement for the right of way have all been removed, with the exception of the compensation for damages involved in the removal of Mr. Inglis' store nearly opposite the Exchange Hotel in which instance, resort, it is probable, will be to arbitration - the sum offered and that demanded, for ompensation, are represented by widely different figures - Renfrew Mercury.

**29/10/1875    The Times, Ottawa                      St. Lawrence and Ottawa                      Prescott Junction**

A robbery of the mail took place at Prescott on Tuesday last. It was on the Grand Trunk Junction branch and there being no mail conductor for that short distance, some knowing party took the opportunity of going through the mail. The mails for both east and west were put in the box - that is set apart for the purpose at Prescott, and when the train reached the junction Conductor Chase went to the box to get the mails but to his astonishment, they were gone. More.

**30/10/1875    Ottawa Citizen                      Kingston (CP)                      Glendower Iron Mine**

A branch track is being built from the main line of the K. & P. R.R. to the Glendower iron mines, a distance of some three miles. The company are tracking [sic] laying towards Charbot Lake.

**01/11/1875    Ottawa Free Press                      Tramway                      Buckingham Plumbago**

--The rails for the tramway are still at the wharf, and will not be conveyed to the mines until sleighing sets in.

A letter received in this city states that the laying of rails and ties on the extension of the Canada Central was to be begun today. All the ties should be delivered along the line by this time and it is the intention to have trains running over the road as far as Graham's Bridge, thirteen miles from Pembroke, by Christmas. The work is being pushed on with great energy. Of course a portion of the line from Graham's Bridge to Pembroke, will be completed even earlier than the rest, but the trains will not be able to reach the town until the bridge is completed.

04/11/1875    *Kingston Daily British Whi*    *Canada Central*

#### OUR ROAD'S BIG RIVAL.

The Canada Central extension.

The contractors for the extension of the Canada Central Railway, from Renfrew to Pembroke, are making a big push to get the road finished before the 1st of January, and they have been coming down handsomely with the work lately. From Renfrew west five miles of the road have been graded, and that section is ready for the rails; west of that there is another section of five miles, the grading of which is nearly finished, and it is expected the rails will be laid over it in ten days. At the Pembroke end Mr. Murray's five mile section is ready for the rails, all except the bridging of Muskrat River. There are sufficient rails on the ground at Renfrew to lay some fifteen or eighteen miles of road (supposed by some to be a part of the Premier's \$2,650,000 purchase), with ties and other material. Stone for the culverts and bridgework is being drawn all the way from Pakenham. The work on the road furnishes employment for a large number of men, and keeps money in circulation, so that business is not dull. If no unusually heavy snow storms occur between now and January it is expected that the whole track from Renfrew to Pembroke will be laid against New Year's, but it is not likely that it will be ballasted until next season.

05/11/1875    *Ottawa Citizen*    *Kingston (CP)*

A number of men are just now engaged in trimming the rails for the Kingston and Pembroke Railway. The most of them have to be cut shorter, and holes bored in them for the spikes. This is being done rapidly, and the rails shipped for their destination.

05/11/1875    *Renfrew Mercury*    *Canada Central*

Account of Inglis arbitration case. Found for the Company with Inglis responsible for \$150 costs.

05/11/1875    *Almonte Gazette*    *Tramway*    *Buckingham*

Buckingham Plumbago Mines

---

#### THE TRAMWAY

comes next in order. This is already being built, and when finished will be about 300 yards in length. It ill be built with double track, on an inclined plane, so that the velocity of the loaded cars will carry the empty cars up to the mines. A very ingenious contrivance, by the way.

---

05/11/1875    *Almonte Gazette*    *Canada Central*    *Renfrew*

#### Right of Way

As some of the owners of land, through which the railroad passes, are obstructing the work by refusing to give the right of way except at exorbitant figures, we think it well they should know that they are acting foolishly in pursuing this line of conduct. At Renfrew the other day an owner of land refused to accept the company's offer, when the necessary legal steps were at once taken, and arbitrators appointed to assess the damages. The result was that the owner received some \$200 less than he was offered by the company and was mulcted in about \$100 costs. Owners would consult their own interests were they to dispose of the land at reasonable figures or else submit to an amicable award.-Pembroke standard

05/11/1875    *Almonte Gazette*    *Kingston (CP)*

Kingston and Pembroke Railway.

Mr T. W. Nash, Chief Engineer of the Kingston and Pembroke Railway, and Mr. Frank Shanley [sic], the celebrated engineer, of Toronto, arrived in Pembroke on Wednesday night. Mr Shanley is making an examination of the western route for the railway through the townships of Clarendon, Miller, and Griffith, under instructions from the Court of Chancery. They brought a wagon with them from Kingston through this rough country. They say the principal difficulties in the way of constructing the railway through this section of country appear to be in the Opeongo Ridge at the Highland Pass, near the east end of Clear Lake, in Sebastopol, and also in the township of Miller, at both of which points it is believed insurmountable difficulties, within reasonable limits of cost, exist. They left full- surveying parties at both of these points, with instructions to test them instrumentally, when the full extent of the obstructions will be known. They returned yesterday by Portage du Fort.- Observer

05/11/1875    *The Times, Ottawa*    *Canada Central*    *Pembroke*

The work upon the Canada Central Railway extension to Pembroke is making rapid, and in all respects satisfactory progress, and the wisdom displayed by Mr. Foster in selecting the most enterprising, energetic and experienced railwaymen as contractors, is being very well exemplified. The rails and ties are already lying at Renfrew, and the process of laying the permanent way will commence upon Monday next. It is expected that this portion of the work will be completed as far as Cobden by the 20th of the present month. As to the rest of the line, it will be ready to have the rails laid in the course of a fortnight, with the exception of the section in the vicinity of Snake River, about seven miles from Pembroke, where there is some rock to be excavated, which will necessarily take some time. The bridge across the river will also take some time to construct, but it is in the hands of an energetic contractor - Mr. McFarlane - who has a great many men engaged upon it, and no opportunity of pushing it forward to completion is lost. It fact there is little room to doubt that the rails will be laid from Renfrew to Pembroke without interruption by the first of next year. It is not a little remarkable that, so far as present appearances indicate, the whole 37 miles of railway will have been begun and finished within three months - a very striking contrast to the progress being made in building the Northern Colonization Railway. There have been twelve contractors, employing over one hundred men each, engaged upon the road, and they will be in readiness, as soon as their present contracts are completed, to start upon the main line to the Georgian Bay, their tools and general appliances being, it might be almost said, upon the spot. Mr. Foster deserves great credit for the way in which he has expedited the work, as well as upon his choice of men with whom to entrust it.

10/11/1875    *Ottawa Free Press*    *Canada Central*    *Pembroke*

The first rail was laid the day before yesterday on the Canada Central Railway extension, and the road will be in a condition to allow trains to run as far as Cobden before the first of January. The bridge over the Bonnechere river is nearly completed, while the construction of that which crosses the Muskrat River presents considerable difficulties owing to the mud bottom. It is expected, however, that trains will be running into Pembroke by early next spring.

11/11/1875    *Ottawa Free Press*    *Canada Central*    *Pembroke*

We are informed that the grading of the road to Pembroke will be completed in a very short time, and that pending the construction of the bridge over the Muskrat, the trains will run only as far as that stream, whence to Pembroke the distance is about eight miles. Once begun, the bridge can be built within a month, and it is thought that there will be no difficulty in having it ready for the trains by the middle of January. Robert Davidson, the obstreperous farmer who denied the company the right of way, has at length been disposed of. He insisted on and succeeded on getting three times what the property was worth. The sum paid him was \$250.



Mr. Inglis' store is in the course of removal from its old to its new site, and for the last day or two has necessarily obstructed the highway to some extent, vehicles having only a small space on which to pass by. As soon as the store was moved a little, the work of laying the rails on the Pembroke extension was commenced. Two gangs of men are now at work - one on the north and the other on the south of the Bonnechere River. The latter have crossed Main street to the bridge over Smith's creek, and will probably have finished the track as far as the bridge over the Bonnechere by the end of this week.

R. Extension.

The Renfrew Mercury says: Mr. Inglis' store is in course of removal from its old to its new site, and for the last day or two has necessarily obstructed the highway to some extent, vehicles having only a small space left on which to pass by. As soon as the store was moved a little the work of laying the rails on the Pembroke extension was commenced. Two gangs of men are now at work- one on the north and the other on the south side of theBonnechere. The latter have crossed Main Street to the bridge over Smith's creek, and we'll probably have finished the track as far as the bridge over the Bonnechere by the end of the week.

Mr. Fowler, the Managing Director of this road is in Perth, getting petitions signed by the rate-payers of seven municipalities for the purpose of getting a grouped bylaw granting a bonus to the company of \$125,000. The road is to run by the way of Perth to connect with the Kingston and Pembroke Road in the township of Oso

The work of laying the rails on the Pembroke extension - which we mentioned last week was in progress, was, we understand, commenced at the Renfrew station, by the officials connected with the running of the trains.

On Friday the 19th inst., the first engine with some half a dozen platform cars, loaded with rails, passed over the trestle bridge over Smith's creek - Mr. Smith, one of the directors of the company, being on the engine on the first trip, which was repeated several times during the course of the day. The bridge is from the design of Mr. R.L. Harris, Chief Engineer of the Extension and is a very substantial looking structure, and from its size, something superior to anything else of its kind in this section of the Province.

It is 244 feet long and 23 feet 2½ inches wide at the top so as to give room eventually for a double track of 4 feet 8½ inches, though there is at present but one track of 5 feet 6 inches in the centre. The height in the middle is about 39 feet from the bed of the creek to the base of the rail. There are 24 bents, 12 feet apart. Each bent has 4 plumb posts and two batter posts, with a batter of 1 in 5 with two rows of longitudinal wales, four wales in each row with ?? As guards are so placed that when one wheel struck the outer rail the other wheel would strike the guard rail. The whole is uncommonly solid and the work has been excellently done by the contractor Mr. McFarlane.

The masonry of the bridge over the Bonnechere was finished on Wednesday. There are three piers to the bridge one of which is in the centre of the stream, and to this one there is a cutwater with a slope of 1 in 1. The approaches are formed by five trestle bents at either end, the sills of which are placed on stone walls. The truss, it is expected, will be raised at the end of this week.

There are already about two miles of rails laid north of this bridge; and as soon as it is completed, the work will progress with greater rapidity than at present, when the rails have to be drawn by horses from the piling grounds.

The residents of the County of Ottawa will be pleased to learn that work is to be resumed on the Northern Colonization this fall, if the bill which is to be introduced in the Quebec legislature next week passes. Mr. Legge and the Government Engineer are now inspecting the work that has been done, and we understand that the old line and plans will be adhered to.

Four railway men were placed in the lock up for being drunk and disorderly during the past week. The Mercury says - "As a rule the railway hands behave themselves very well, but out of such a number there are of course some exceptional cases."

The street cars are now running to Suspension Bridge.--

The work on the railway extension is still being prosecuted with great vigour. Messrs. Murray & Wilson's contract may said to be completed, while Mr. Neilson has 250 men at work on his section. We learn that the contractors on the other sections of the line are making equal progress, and that already Mr. Foster, with commendable energy, has laid over four miles of rails from Renfrew. It is not therefore too much to expect the completion of the road to Cobden, or perhaps to Musk Rat, this fall in time for the winter trade. Mr. Harris, the chief engineer, we are informed, expects to have the road fully completed to Pembroke this winter, but we fear Mr. H. reckons too much on his own untiring energy. We are satisfied however that neither Mr. Foster nor Mr. Harris will spare any effort to complete the line to Pembroke at the earliest possible day. - Standard.

The bridge over the Musk Rat River on the Canada Central Extension will be completed next Tuesday.

Opening of the Utica and Morristown Railway.

At eleven o'clock on Tuesday morning the Mayor and Town Council, of Brockville, accompanied by the most prominent citizens, left the Brockville and Ottawa depot on the John Harris, for Morristown, to welcome the first passenger train on the Utica and Morristown Railway. On arriving at Morristown citizens turned out en masse, and at twelve the whistle of the locomotive was heard. The train glided in, heralded by a discharge of cannon and the explosion of torpedoes. The cars contained the Directors of the road and prominent citizens of Utica and Lowville, Hammond and other places along the route.

The party were welcomed by the Mayor on behalf of the town, the band playing a welcome. The Union Jack and Stars and Stripes waving in unison was an emblem of the hearty good will which characterized the occasion. In a few minutes the party were on board the Chaffey and JohnHarris, en route to Brockville. On arriving at the Brockville and Ottawa dock, the party were escorted by Mr Redhead, the representative of the Brockville and Ottawa Railway. The line of march was then taken up to the St. Lawrence Hall, where a spread had been laid. The gathering comprised in a marked degree our representative men.

## The Railway Extension

The Renfrew Mercury gives gratifying intelligence of the progress of the work on the extension of the C. C.: on Friday, the 12th inst., the first engine with some half-dozen platform cars loaded with rails, passed over the trestle bridge over Smith's Creek-- Mr. Smith, one of the directors of the company, being on the engine on its first trip, which was repeated several times during the course of the day. The bridge is from the design of Mr. R. L. Harris, Chief Engineer of the Extension, is a very substantial looking structure, and from its size, something superior to anything else of the kind in this section of the province. It is 246 feet long, and 23 ft 2½ inches wide at the top, so as to give room eventually, for a double track of 4 feet 8½ inches, though there is at present but one track, 5 feet 6 inches, in the centre. The height in the middle is about 39 feet from the bed of the creek to the base of the rail. There are 24 bents, 12 feet apart. Each bent has 4 plumb posts, and two batter posts, with a batter of 1 in 5; with two rows of longitudinal wales; four wales in each row, with strong braces and transverse wales. The flooring ties are 5 by 8 inches, and are placed 8 inches apart. A guarding rail, of 6 by 8 inches, on each side, wood, in the event of a train getting off the track, prevent it from going over the bridge, as these guards are so placed, that when one wheel struck the outer rail the other wheel would strike the guardrail. The whole is uncommonly solid and the work has been excellently done by the contractor, Mr. McFarlane.

The masonry of the bridge over the Bonnechere was finished on Wednesday. There are three piers to the bridge one of which is in the centre of the stream, and to this one there is a cutwater, with a slope of 1 in 1. The approaches are formed by five trestle bents at either end, the sills of which are placed on stone walls. The truss, it is expected, will be raised at the end of this week.

There are already about two miles of rail laid north of this bridge; and as soon as it is completed, the work will progress with greater rapidity than at present, when the rails have to be drawn by horses from the piling grounds.

26/11/1875 *Almonte Gazette**Huron and Quebec**Perth*

## The Irrepressible Fowler.

The Courier says that Mr. John Fowler was in Perth last Tuesday with the object of pushing the scheme of the H. & Q. Railway. His immediate object in coming just now is to have a special meeting called of the County Council with the view of having them submit a bylaw to the ratepayers interested in granting a bonus of \$125,000 from the seven grouped municipalities of South Sherbrooke, Bathurst, Drummond, North Burgess, North Elmsley, Beckwith and Carleton Place, with the railway to run via Perth to Carleton Place and Ottawa. Petitions are being circulated in these seven municipalities for the requisite twenty signatures from each, and another petition sent among the reeves for signature requesting the Warden to call a special meeting of the County Council to take the proposed bylaw into consideration and submit it to the people for their verdict. We do not yet know the result of this preliminary work, but have no doubt a special meeting will be held soon - of course at Mr. Fowler's expense - and the bylaw taken into municipal legislation. The clauses of the petition provide that the construction of the railway shall commence not later than the 1st Jan., 1877, and that none of the debentures shall be handed over to the company until the road shall have been graded to its Junction with the K. & P. R. R.

26/11/1875 *Kingston Daily British Whi* *Canada Central**Muskrat River*

The bridge over the Muskrat River on the Canada Central extension will be completed on Tuesday.

30/11/1875 *The Times, Ottawa**QMO&O*

## Northern Colonization Railway

Long article mainly about funding - to be completed within two years. Montreal to a terminus in Aylmer.

30/11/1875 *Ottawa Citizen**Canada Central**Renfrew*

The new railway bridge at Smith's Creek, near Renfrew, on the line of the Canada Central railway has been completed. It is 246 ft. in length, 23 ft. 2 1/2 in. in width, and about 39 ft. in height from the bed of the creek. The plans were prepared by Mr. R.J. Harris, the coy's Chief Engineer and the work was performed by Mr. McFarlane.

10/12/1875 *Renfrew Mercury**Canada Central**Renfrew*

Some three weeks ago when describing the trestle bridge over Smiths Creek, we mentioned that the masonry work of the bridge over the Bonnechere River was nearly completed, and that the trestle work would be shortly raised. Mr. McFarlane, the contractor, has since pushed through the work with such energy that on Tuesday afternoon of this week - a day in advance of the time indicated by common reports as that when the bridge would be ready for the rails - we received a word from Mr. Harris, the chief engineer, that an engine would cross the bridge in something less than an hour's time; a fact which he correctly thought the local reporter would wish to be on hand to make a note of. Accordingly we started off to the bridge and found a small group of interested spectators watching the surveyors taking some final observations, and a numerous construction party busy in spiking down the rails. This was accomplished about five o'clock; and as soon as the track was ready, the locomotive "No. 2" with Mr. D. Kelly as driver, started on the first trial trip across the Bonnechere River. The train consisted of engine, tender and a platform car; and the party on board the tender comprised Mr. Harris and the members of the engineering staff; Mr. H. McFarlane, the contractor; Mr. John Smith, one of the directors of the Company, Mr. Smallfield, of the Renfrew Mercury (the press being honored with the first invitation by Mr. McFarlane;) Mr. Allen. P.L.S; and Mr. J.R. Smith of the Upper Ottawa Mill Works.

The engine was driven slowly on to the bridge a short distance, and then brought to a standstill for a brief period; it was then moved on to the centre span, allowed another rest; then taken right across and brought back half-way again - men being stationed upon the lower chords of the truss to observe and measure the deflections. There was no spring or shaking motion to indicate that the locomotive was moving on a bridge, instead of on the solid earth.

After this preliminary and satisfactory test, the train proceeded north, Pembroke wards as far as Mr. John Jamieson's farm, which is about half the distance to which the rails are already laid beyond Renfrew. Here a stoppage was made while a load of wood on the platform car was rapidly being thrown off; and then the locomotive started south again at a fair rate of speed, crossing the Bonnechere bridge slowly, and the long trestle bridge at a much quicker pace. Crossing Main Street, the locomotive then stopped, and the party got off, giving three hearty cheers for Mr. Harris and Mr. McFarlane before separating.

The bridge consists of three piers of first class masonry, supporting a stone truss of two spans and a total length of 185 feet. The approaches are trestle upon stone piers, and the total length of bridge and approaches is 304 feet. The height from low water mark to the base of the rails is 32 feet. All of the work has been done according to the directions of the Chief Engineer, the draughtsman being A. Morganstein; Engineer in Charge, G.F. Belknap; Contractors Henry McFarlane and Phillip McRae; Foreman William Ross.

Also covered in the Ottawa Free Press on 15th. And the Almonte Gazette 31 December 1875.

11/12/1875 *Ottawa Citizen**Canada Central**Renfrew*

Renfrew merchants and traders are beginning to wear that resigned cast of countenance, that is so peculiar to residents of Sand Point, now that the railway is being extended to Pembroke. Some parties are already negotiating to leave the by-station. This is no discredit to Renfrew, for the inhabitants of that place did their utmost to prevent the extension of the road. Eganville will now begin to get the cream of the traffic in that part and Pembroke will soon be replenished with the greater part of Renfrew, and become the city of the north. - Eganville Enterprise.

16/12/1875 *Ottawa Citizen**Canada Central*

Mr. A.C. Burgess has obtained the sole right to sell books, papers and other necessities and luxuries on the Canada Central Railway trains. He commenced operations yesterday and he succeeded much better than anticipated.

Delay of trains

The heavy snow storm of yesterday had the effect of causing some irregularity in the running of trains on the St. Lawrence & Ottawa Railway. An extra force was put to work and the difficulty surmounted.