

Local Railway Items from Ottawa Papers - 1876

07/01/1876 *Ottawa Citizen* *QMO&O*

The parties holding claims against the contractors for work performed on the Northern Colonization Railway in Ottawa County are now sending them to Attorney General Church. It is expected that he will make provision for their settlement with the new contractors. A rumour is in circulation that an interested party will visit Ottawa County next week, and will endeavour to buy up all the claims he can at a reduced rate.

08/01/1876 *Ottawa Citizen* *Kingston (CP)*

About a week since Shanley's (sic) surveying party returned to the city and the plans showing the details are now being made out. Mr. McGuinn had charge of the County of Frontenac line, and Mr. Ellis has the Pembroke branch. The survey has been most complete, and will lead to an easy settlement of the litigation between the county and company.

17/01/1876 *Ottawa Free Press* *Tramway* *Haycock tramway*

The work of laying the tramway between the disseminated deposits and the factory has been commenced, and will be prosecuted as rapidly as possible. -- Ottawa Iron and Steel Manufacturing Company - detailed description of operation. So far have produced raw iron but proposed to build a rolling mill. Buildings and machinery at the company's works is listed in detail and includes: 6¼ miles of tramway, connecting works with the river navigation - 31 cars thereon.

22/01/1876 *Ottawa Free Press* *Canada Central* *Prescott*

From a subscriber we learn that the track on the Pembroke extension of the Canada Central Railway is now laid as far northward as Cobden and that the first passenger train passed over the new track on Saturday last. Mr. A.B. Foster has been in Renfrew during the past week; and on Wednesday the contractors on the Pembroke extension of the C.C.R.R. were paid up. This will put a great deal of money in circulation. Mr. T. Murray has obtained the contract for fencing the whole of the Pembroke extension for the sum of \$25,000. While the pile driving machine on the Muskrat was being moved, the other day, the hammer - a mass of iron weighing 27 cwt., was raised too suddenly and becoming detached went to the bottom - through, it is said, seven feet of water and about twenty of mud. A man was cutting a hole in the ice for a pile, at the moment the hammer fell, and in its descent, he narrowly escaped being struck by it. This is also in the Renfrew Mercury of January 23.

25/01/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

Pullman cars will commence running between Ottawa and Montreal and Ottawa and Toronto early next week.

27/01/1876 *Ottawa Citizen* *Canada Central*

Full account of inquest of accident on the Canada Central in which a man was run over and killed. Verdict - accidental death. Also reported in Free Press January 26 and 27.

27/01/1876 *The Times, Ottawa* *Canada Central* *Chaudiere*

Long report of an accident in which No. 2 was approaching the Canada Central depot and hit a man walking on the track. Full report of the inquest.

28/01/1876 *Renfrew Mercury* *Canada Central* *Renfrew*

On Saturday evening, as the ballast train was returning from Cobden to Renfrew, a fatal accident occurred to one of the men employed on the railway. The train had been stopped to unload some lumps of frozen earth near Jamison's crossing. - and the unfortunate man (whose name was also Jamieson) who boarded at Gerow's, determined to get off there. The train - the night being very dark - was rather beyond the spot determined to be stopped at, and as the train began to be moved back, Jamieson attempted to get off, by stepping on to the cow catcher. He fell and was caught by the brakes. His head was fearfully crushed - the front, parietal and occipital bones being all broken, and the eyes forced from their sockets by the pressure of the train on his head. His right arm was also broken at the wrist, and the left leg broken near the ankle. Death must have been instantaneous as soon as his head was touched. On Monday an inquest was held on the body, in the Railway freight shed -- Verdict - Accidental Death.

31/01/1876 *Ottawa Citizen* *QMO&O*

The Montreal, Ottawa and Western Railway. It is said the engineers on this road will be paid their overdue salaries next week, but it is not known when the sub-contractors will get their money. This delay is causing much suffering and trouble along the line, as many poor people are dependent upon the contractors for several months' earnings. Nearly three months ago the Government sent out Mr. Paterson, C.E., to go along the road and inspect work done, and surely by this time he has been able to make some report; the Government, beside, has the statement of Mr. Light, C.E., as to the amount of work done. - Witness.

04/02/1876 *The Times, Ottawa* *Canada Central* *Pembroke*

The snow banks were so heavy in some places that the Canada Central Railway tracks were completely blocked up. In consequence no mail reached Pembroke today. Canada Central advert only shows the line open as far as Renfrew so presume the mails were transferred to a sleigh at Renfrew.

05/02/1876 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott Junction*

As the Express on the St. Lawrence and Ottawa R.R. left the Prescott Junction this morning the Pullman car became detached, and was not missed until the train had proceeded several miles along the road. The occupants of the car were somewhat alarmed at being thus left on the track, but their fears were soon allayed by the re-appearance of the train, which took them on their way rejoicing.

16/02/1876 *Ottawa Citizen* *QMO&O* *Montreal*

Quite a stir was caused by the civil engineers writing to the papers and saying that the work on the Montreal, Ottawa and Western Railway has been badly done.

19/02/1876 *The Times, Ottawa* *Canada Central* *Pembroke*

The railway extension gradually but surely approaches Pembroke. Trains are expected to reach Graham's Bridge today, a distance of nine miles from Pembroke. The bridge draws near completion and it is expected that by the end of next week it will be in a condition to admit of an engine crossing it. Some of the rockwork on Mr. Nielson's division yet remains unfinished but it is being pushed forward with all possible speed. The completion of the laying of the rails into town is expected very soon, and it is said that as soon as the rails are laid to the Muskrat, it is the intention of Mr. Foster to erect temporary freight sheds at Cobden and Graham's Bridge, and to run a freight car in connection with the ballast train, which will be a great convenience to our merchants and others.

21/02/1876 Ottawa Free Press Canada Central Pembroke

The railway extension gradually but surely approaches Pembroke. The workmen employed in laying the ties and rails were yesterday within a very short distance of the bridge over the Muskrat - nine miles from Pembroke - and will certainly reach that point either today or tomorrow. The bridge itself draws near completion, and it is expected that by the end of next week it will be in a condition to admit of an engine crossing it. Some of the rock cutting on Mr. McNeil's division remains unfinished, but it is being pushed forward with all possible speed, and it is not expected to very much delay the completion of the laying of the rails into town. We have also heard that as soon as the rails are laid to the Muskrat, it is the intention of Mr. Foster to erect temporary freight sheds at Cobden and Graham's Bridge, and run a freight car in connection with the ballast train, which will be a great convenience to our merchants and others. Pembroke Observer.

Also printed in the Renfrew Mercury February 25th.

22/02/1876 Ottawa Free Press Canada Central Bells Corners wood

Work for the Poor. We referred some time ago to the commendable action of the C.C.R.R. authorities in having their wood cut by hand this winter, instead of by machinery, as formerly. The work having been completed here last week, the men were removed to Bells Corners, where they had an opportunity of cutting up 312 cords of wood at 35c per cord.

25/02/1876 Renfrew Mercury Canada Central

A gentleman who was out to Graham's Bridge on Saturday last informs us that the rails are now laid to within half a mile of that place, and that the bridge is almost completed. When the bridge is once finished, it will not be long before we have the cars running into town. Our merchants expect the road to be open for the transportation of freight early in May next. - Pembroke Standard.

04/03/1876 Ottawa Free Press Huron and Quebec

Lanark County voted against a by law to grant a \$125,000 bonus.

06/03/1876 Ottawa Free Press Kingston (CP) Kingston

The Pembroke Railway have commenced the work of filling in the space between the Battery wall and the Grand Trunk Railway.

06/03/1876 Ottawa Free Press St. Lawrence and Ottawa

Since the Pullman cars have been running on the St. L. & O.R.R., the sleeping coaches "Rideau" and "Pacific" have been converted into drawing room cars for the day express trains.

06/03/1876 The Times, Ottawa Kingston (CP) Kingston

The Kingston and Pembroke Railway have commenced the work of filling in the space in front of the market battery. It is the intention to lay another line of rails as soon as possible alongside the Grand Trunk track in order to accommodate the increasing traffic. It has been decided that the passenger depot of the railway will be located here.

09/03/1876 Ottawa Free Press Canada Central Gauge change

Trains will certainly be running to Pembroke next month. At least, so we are informed. We understand that it is the intention of Mr. Foster to alter the gauge of the whole line next year at the latest.

23/03/1876 Ottawa Free Press St. Lawrence and Ottawa

Last evening as the St. L. & O.R.R. train, due here at 7 o'clock, was approaching the city, and was near Cummings Bridge, it was found that the freight train in front of them, not being provided with a snow plough, had got stuck in the snow. The passengers were obliged to turn out and assist in clearing the snow away, before the two trains could proceed on their two journeys. The passenger train was delayed about an hour.

27/03/1876 Ottawa Citizen St. Lawrence and Ottawa Montreal Road

Early yesterday morning two freight cars on the St. Lawrence & Ottawa Railway, when near the Montreal Road crossing, ran off the track. They were slightly damaged. Shortly after the accident occurred a man called at the police station and said that a large number of men and women were killed and wounded and he wanted to take out medical assistance to them. The intelligence naturally created considerable excitement, and the policemen started off for the scene of the tragedy. On their way out however, they met a gentleman who was on the train at the time of the accident. He told them that everything was safe, and with the exception of a slight accident to the two freight cars no damage was done. The excited individual who gave the police information in the first place left the station, stating that he would get some cabs in which to convey the dead and wounded to the city.

07/04/1876 Ottawa Citizen Ottawa City Passenger

Down in the slush. The front bob sleigh of street car No. 5 ran away from the hind one last night on Sussex Street and made the occupants leave their seats unexpectedly. No one was hurt.

08/04/1876 Ottawa Citizen Ottawa City Passenger

The street cars are on wheels today. The change is an agreeable one, particularly for the horses.

13/04/1876 Ottawa Free Press St. Lawrence and Ottawa Rideau River

Since Saturday afternoon last the passengers on the St. Lawrence & Ottawa railway have been brought into the city by way of the Chaudiere station. The track between the Lower Town depot and Cummings Bridge is still submerged, but it is intended to send out a train this afternoon. The Company's loss will not be very heavy.

15/04/1876 Ottawa Citizen St. Lawrence and Ottawa

The Pullman car now running on the St. Lawrence & Ottawa Railway between Ottawa and Toronto will be withdrawn after Monday next.

18/04/1876 The Times, Ottawa Ottawa City Passenger

In a day or two the street railway track will be clear when broken wheels and tortured "edging carts" will be in order. Why not use the cars for the same purpose?

21/04/1876 Ottawa Free Press Canada Central

The road is coming slowly but steadily along, and is now within five or six miles of town. Hon. Mr. Foster was here on Wednesday last, when the trustees handed over to him the remainder of the debentures in their hands to the amount of \$25,000. There promises to be a heavy lawsuit between one of the principal contractors and some of the subcontractors for an alleged breach of agreement on the part of the contractors. The rails are expected to be laid into town by next Saturday. Pembroke Paper.

21/04/1876 The Times, Ottawa Ottawa City Passenger

Just now the conductors of the street cars are feeling a little of the inconvenience which other Jehus feel while driving along the track, and passengers by the said cars suffer tortures as bad as the inquisition, while taking passage from one end of the city to the other in the cars. On Sparks Street is the journey particularly disagreeable, and not infrequently dangerous.

The Freshet.

The new railway bridge, owing to its construction, has stood the shock well, sustaining not the slightest damage. The old bridge above, however, is much lower and as there is a jam of ice above it, has received a good shaking.

22/04/1876 *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company have presented \$100 to the Corporation as their quota of the expense incurred in removing the ice from Sparks and Sussex streets. The sum was paid out to the laborers this morning.

22/04/1876 *Ottawa Free Press* *Ottawa City Passenger*

The first trip of the season was made by a street car about two p.m. today.

24/04/1876 *Ottawa Citizen* *Eganville* *Eganville*

A general feeling of uncertainty prevails with regard to the extension of the C.C.R. through here which time will only remove.

24/04/1876 *The Times, Ottawa* *Ottawa City Passenger*

The cars of the street railway company were run for the first time this season on the rails on Saturday, and for the comfort of all passengers. It is hoped that they will continue to run for a good long time.

On Saturday the street railway paid over the sum of \$100 to the Corporation as their share of cleaning the ice from Sparks and Sussex Streets.

25/04/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

A Citizen reporter called upon Mr. Thos. Reynolds, Manager of the St. Lawrence & Ottawa Railway this morning, in reference to a paragraph which appeared in the Times to the effect that the Canada Central and St. Lawrence & Ottawa Railway Companies are to amalgamate on the 1st of May next, and that the freight and passenger rates are to be increased 50 per cent. Mr. Reynolds stated that the rumor was perfectly absurd and utterly devoid of truth. The two companies are merely adjusting their tariffs as they have done at this season for many years. It is thought however, that a slight increase will be made on the passenger and freight rates as existing, but no final decision had been arrived at.

27/04/1876 *Ottawa Citizen* *Union Forwarding*

The annual meeting of the Union Forwarding and Railway Company was held in Montreal on Saturday last.

28/04/1876 *Ottawa Free Press* *QMO&O* *Gatineau.*

Gatineau - Two coffer dams belonging to the railroad bridge have been carried off. A little labor in cutting the ice would have saved them.

29/04/1876 *Ottawa Citizen* *Canada Central* *Pembroke*

It is expected that the Canada Central Extension to Pembroke will permit of through trains to Pembroke on the Queen's Birthday. The council of a well known charitable society are thinking of having an excursion to Pembroke on that day. Happy thought.

01/05/1876 *Ottawa Free Press* *Canada Central* *Renfrew*

The train from Renfrew only runs to Graham's Bridge, yet they are busy ballasting the track. The track-laying to town is soon to be proceeded with.

05/05/1876 *Renfrew Mercury* *Canada Central* *Pembroke*

The Pembroke Standard says:- "It is expected that the road will be in a fit condition to bring passengers here for the Assizes which begin Tuesday next, 9th inst. Several of the men who had been working for Messrs. Neilson & Co. and who had not had any pay, had all the available stuff seized under writ of attachment out of the Division Court here.

11/05/1876 *Ottawa Citizen* *Tramway* *Baldwin's mill*

The Chaudiere lumber yards are completely submerged, and it is feared that unless the water soon subsides, numerous piles of sawn lumber will be carried down the river. During the last 36 hours the river has risen seven inches every 12 hours. This morning the strong current weakened one of the piers supporting an elevated railway in Mr. Baldwin's yard, and finally carried it away altogether. More.

11/05/1876 *Ottawa Free Press* *Tramway* *Perley & Pattee*

Water is flowing down through Messrs. Perley & Pattee's yard and rushes down the road on to the Suspension bridge -- It looks very odd indeed to see a river running through the wood piles -- the tram railway is submerged.

12/05/1876 *The Times, Ottawa* *Ottawa City Passenger*

Operations are being pushed on in the matter of relaying Duke Street with rails for the street cars, and will probably be finished in a few days.

16/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

It is expected that the repairs to Duke street will be finished today, and the street cars will be able to go over the whole route tomorrow.

The street cars still only run as far as the Western end of the Victoria Bridge, but passengers are not compelled to pay less than 6 cents fare. This is a free country and a man can walk if he chooses not to ride.

16/05/1876 *Ottawa Citizen* *Tramway* *Baldwin's mill*

Yesterday afternoon four piles of Mr. Baldwin's lumber tumbled into the water and carried with it about one hundred feet of an elevated tramway.

17/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

The Duke Street track. The track on this street will be completed today and the cars will then run through to the Chaudiere Bridge.

17/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

The street cars will run up Duke street today to the Chaudiere bridge. Another track will be laid shortly.

19/05/1876 *Ottawa Free Press* *L'Orignal and Caledonia*

It is said that an endeavor will be made this summer to complete the Caledonia Springs Railway.

19/05/1876 *The Times, Ottawa* *Ottawa City Passenger*

The street railway cars yesterday resumed running to the end of Duke Street, but not the entire length of the track. This will not be attempted until the waters have subsided.

23/05/1876 *Ottawa Free Press* *Canada Central* *Britannia*

Yesterday, the wind being very high, the water in Britannia lake washed away a large portion of the ballasting from the track of the C.C.R.R., and it was found necessary to employ a special train in repairing the damage done and making everything right.

31/05/1876 Ottawa Free Press Ottawa City Passenger

When you see an edging boy trying to work his way home with one wheel off his cart, it is safe to infer that he has been fooling about the street railway tracks. Thus was it with one we saw on Sparks street this morning.

09/06/1876 Renfrew Mercury Canada Central Pembroke

Mr. Molesworth the Government Inspector of Railways, has this week measured and inspected twenty-one miles of the Pembroke extension and, we are informed, has expressed himself highly satisfied with the condition of the road. - The C.C.R.R. company will be entitled to the Provincial bonus of \$2,600 per mile, and as soon as it is received it is expected that their indebtedness in this vicinity will be properly discharged.

12/06/1876 Ottawa Free Press L'Orignal and Caledonia

Fifteen thousand railroad ties belonging to the old Caledonia Springs Company were sold at L'Orignal last week at public auction for \$400.

12/06/1876 Ottawa Citizen St. Lawrence and Ottawa Prescott

The railway ferry boat is again on duty, and making the regular trips, after having been recently thoroughly overhauled and put in first class order at the Ogdensburgh shipyard.

15/06/1876 Ottawa Citizen Canada Central Pembroke water

This branch of the C.C.R.R. is now open to within three miles of the town of Pembroke. Mr. Foster says he will have the balance of the line open by the 1st of July. There is at present working on the road an immense steam shovel, which has the power of filling the cars with eighteen tons of earth or twenty one tons of gravel in two minutes, and is equal to the work of nearly one hundred men per day. Along the line are erected temporary stations and tank houses capable of holding over 30,000 gallons of water. The station at Pembroke will be immediately in the rear of the Metropolitan House.

17/06/1876 Ottawa Free Press QMO&O

Reports from a gentleman who has recently travelled over this line indicate that rapid progress is being made with the construction of the bed of the road. The grading of the road from Montreal to Grenville is finished and that part of the line is ready for the work of engines in track laying, etc. From Grenville to Aylmer the work is not so far advanced, but rapid progress is being made. Work on the masonry for the piers of the Gatineau bridge will be commenced as soon as the water is low enough to permit the work being done. We are not aware whether the contract for the bridge - iron - is given out or not, but the pushing of the work of other portions would indicate that it had, and the prospect is that it will be completed this fall.

17/06/1876 Ottawa Citizen QMO&O

Mr. McDonald, contractor for the Northern Colonization, inspected the route of that railway through Ottawa County this week.

22/06/1876 The Times, Ottawa Canada Central Pembroke

The new extension of the Canada Central Railway from Renfrew to Pembroke having been recently opened for traffic, trains now run as far as Government Road, within four miles of Pembroke. It is expected that about Thursday next two more miles of the road will be opened. Note CCR adverts still show as open to Renfrew only.

23/06/1876 Ottawa Free Press QMO&O

The Government engineers are busily engaged running a new line for the Montreal Western railroad, striking off near the Leamy lake as practicable a route as possible for Aylmer. The only cause for the new route is the opposition and high price of land asked by owners of property where the Hull station was laid out at first. It is thought that the Hull station will be somewhere near Mr. Brigham's residence on the Chelsea road. Mr. Sullivan is engaged in the new survey and is endeavoring to point out the most practicable route.

29/06/1876 The Times, Ottawa Canada Central Pembroke

The train now running into lower town, distance about one mile from this place is now leaving for Renfrew and Ottawa at six a.m. and returning the same day early in the afternoon.

Note CCR advert shows trains to and from Renfrew only.

30/06/1876 Renfrew Mercury Canada Central Pembroke

A train from Pembroke has during this week come down every day in season to connect with the train for Ottawa and Brockville, returning to Pembroke in the afternoon, soon after the arrival of the train from the south. Also in the Ottawa Free Press for 5 July.

04/07/1876 Ottawa Free Press Ottawa City Passenger

The Street Railway Company are making the necessary arrangements for laying a track over the new Chaudiere Bridge as soon as that structure is completed. The cars will then run as far as the Suspension Bridge.

05/07/1876 Ottawa Free Press QMO&O Gatineau Point

Gatineau Point 4th. Mr. D. Bellefeuille arrived last night and is paying the land owners the right of way. Messrs. Starrs & Delaney will now proceed with the earth work on the R.R.

05/07/1876 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.

05/07/1876 Ottawa Free Press Ottawa City Passenger

Two street cars tried to pass over Pooley's bridge on the same track, last evening, the final result being that the passengers in one of the cars were landed on the street, and the car dragged overland to a point where it gained the track again.

06/07/1876 Ottawa Citizen QMO&O

The M., O. & W. Railway. Farmers along the line of the Montreal, Ottawa and Western Railway have become so suspicious of contractors and commissioners, in consequence of not being paid satisfactorily for the debts incurred by the late contractors, that they will neither give right of way, labor nor anything else without cash down.

08/07/1876 The Times, Ottawa Kingston (CP)

The Kingston and Pembroke Railway has given orders for the immediate location of the lines between Sharbot Lake and Mississippi River.

14/07/1876 Renfrew Mercury Canada Central Pembroke

The railroad is now rapidly approaching completion. The rails are laid almost into town, and the work of building the station has been begun and is being pushed forward. A regular train with a first class car attached now runs daily along the road from here to Renfrew, leaving at 6 a.m. and connecting with the Canada Central at Renfrew, and returning here about 5 p.m. with passengers who come on morning train from Ottawa and Brockville. The fare charged is \$1.25 each way to Renfrew and back, which is a great reduction on the stage fare, and much more convenient besides.

14/07/1876 Ottawa Citizen Tramway Parliament Hill tramway

The wooden tramway which was erected west of Dufferin Bridge a few years ago, for the purpose of having the cuttings from off the Parliament Grounds conveyed to Majors Hill, and which has not been used since last fall, is being demolished. The rails and ties were removed on Saturday, and the woodwork will be offered for sale by auction. The old house on Majors Hill, which has been used as a blacksmiths shop by Mr. Gibson, has been torn down. These steps indicate that no more material from the Parliament Hill will be conveyed in that direction.

18/07/1876 Ottawa Free Press Ottawa City Passenger

It is expected that the new Chaudiere bridge will be open for travel tomorrow, the street railway obstructions being nearly removed.

19/07/1876 Ottawa Free Press Ottawa City Passenger

Opening of the Chaudiere bridge.--

The Street Railway Co. are desirous of laying a double track over the bridge, and also to have a switch at either end. This action is strenuously opposed by the lumbermen and others, and the matter is still in abeyance.

20/07/1876 Ottawa Citizen St. Lawrence and Ottawa

A special train will leave tomorrow morning at 8 o'clock for Prescott, connecting with the steamers of the Royal Mail Line for the east and west.

24/07/1876 Ottawa Free Press Canada Central locomotive

On Friday last, while No. 10 locomotive on the C.C.R.R. was engaged in shunting the 36 cars attached to the circus train, the connecting rod broke from the great strain, and the engine had to be sent to the repair shop.

25/07/1876 Ottawa Citizen QMO&O Hull

Work will probably commence on the railroad immediately. Parties are looking for hands and are offering \$1 per day for men and \$1.75 for single horses. The new route is to be taken up and pushed through to completion as soon as possible. There has been so much delay and trouble about the construction that people have almost lost confidence in the affair.

25/07/1876 Ottawa Free Press Canada Central Pembroke

The trains on the C.C.R.R. now run daily to Lower Town, Pembroke and parties leaving here by the morning train reach that town by evening.

26/07/1876 The Times, Ottawa QMO&O Hull

Work commenced today on the railway and it is believed that the work will be pushed ahead and no more stoppages will take place until the road is finished. They commence on this section by Leamy's, and the road will be by the new route, near the mountain. About eighty men are wanted immediately for this part; wages to be \$1 per day, and with horse and cart \$1.75. It is hoped to give a start to business, men have been idle so long and have had during last winter to run up accounts at the different groceries and work having been so fluctuating this season that they have not been able to pay any of the old score, and in a great many cases have gone behind this summer. It is hoped the new contractors will use the farmers and laborers they have to do with in better manner than the old, the public will not forget in a hurry the loss they have incurred both in wages and material supplied.

26/07/1876 Ottawa Free Press QMO&O

Dame Rumor says that the sub-contractors were engaging men yesterday to work on the Montreal & Western Railroad in the vicinity of Templeton --

Later information says there will be not be anything done on this side of the Gatineau river until everything is settled regarding the route from gatineau west. It appears the company want nineteen acres of land within the city limits where the road was first laid out. The owners ask \$5,000 per acre, whereas the company and those who are experienced judges of property say that \$500 per acre would be more like the suitable price for the land in question. Should terms not be arranged for the property, the chief engineer states that the newly arranged route will be selected and no station or anything else located in Hull. --

26/07/1876 Ottawa Free Press QMO&O Lochaber

The former contractors on the Lochaber section of the Montreal & Western R.R., as in many similar cases, neglected to pay the poor farmers and others employed by them in building the road. Indignation meetings were held, and the people resolved that the road in that section

SHOULD NOT BE PROCEEDED WITH

unless the claims of the laborers were paid.

The contract was afterwards let to Martin Bros., and on Monday last they put some 15 or 20 men at work on the line. They had not been working long when a gang of some

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headed with a piper, appeared on the scene, and after a noisy time, compelled the men to quit work. So far as we learned, however, no violence was committed. Word was at once sent to Mr. Rouleau, District Magistrate, and he left this morning for the scene of the trouble. Public feeling runs high, but it is expected that matters can be satisfactorily arranged.

27/07/1876 Ottawa Free Press Ottawa City Passenger

The difficulty in regard to the laying of a double track over the Chaudiere bridge lies in abeyance, waiting a communication from Mr. Keefer, who is at present out of town. It is not thought that the company will insist on laying a double track.

03/08/1876 Ottawa Free Press Canada Central Pembroke

The Canada Central Extension will be completed to Pembroke in about two weeks time, and it is expected that the ballasting will be finished within ten days. The formal opening will take place on the return of the Hon. Mr. Foster from England.

07/08/1876 Ottawa Citizen Aylmer branch

Councilor Mulligan, of Aylmer, who furnished the old contractor for the Northern Colonization Railway with \$6,000 worth of ties, has received the assurance of the Chief Engineer that his account will be settled shortly. The Local Government intend paying off all old claims in this district shortly.

08/08/1876 Ottawa Free Press QMO&O

The grading work on the North Shore Colonization Railway, between Gatineau Point and the Blanche is being rapidly pushed forward by Mr. M. Starrs, the contractor. It is expected the entire section lying between the points named will be graded before the winter sets in.

17/08/1876 Ottawa Free Press Ottawa City Passenger

Last night one of the street cars ran off at the corner of bank and Sparks street, and such was the impetus that the vehicle was carried to the sidewalk, where the horses were thrown. After some difficulty matters were righted, and the car proceeded on its journey.

18/08/1876 Ottawa Citizen Tramway Parliament Hill tramway

All the mud cars which were lying idle on Majors Hill all summer have been drawn away to the St. Lawrence & Ottawa station for the purpose of shipped west, to be used on a section of railway which is being built by Mr. Gibson, whose property the cars are.

18/08/1876 Ottawa Citizen QMO&O Calumet

Yesterday afternoon a horrible accident occurred on the line of the Northern Colonization Railway near the Calumet bridge. A young man named Conhey, with several fellow workmen, was in the act of raising a heavy stone with a derrick when one of the ropes broke. The derrick suddenly flew back and struck him on the head with such force that death was instantaneous. More. Accidental death returned.

21/08/1876 Ottawa Citizen QMO&O

It is said that in consequence of the laborers' wages having been reduced on the Northern Colonization Railway in Ottawa County, some of the men have struck work and threatened to use violence towards the foreman.

25/08/1876 Renfrew Mercury Canada Central Pembroke

The first excursion by railway from Pembroke to Renfrew, took place on Saturday last - the excursion being a picnic under the management of the St. Vincent de Paul Society of Pembroke. The excursion train contained five cars - the number of passengers being estimated at between 400 and 500.--

25/08/1876 Renfrew Mercury Canada Central Renfrew

For some time past, matters concerning the railway have not possessed the same degree of interest for the people of this vicinity as they did three or four years ago. But with the completion of the extension to Pembroke, and the return of Mr. Foster from England, changes are likely to take place in the running of trains &c. Some of these changes, if carried out according to rumor, would likely prove detrimental to the interests of this village, especially the removal of the turntable from this station. If the turntable is taken away, Renfrew becomes a mere way station, at any rate for a time (though we believe it would only be for a time); while its position with reference to the surrounding country renders it very desirable the existing arrangements should be continued. Mr. Fowler, it was expected, would be in Renfrew on Thursday and Mr. Smith, the Reeve, was prepared to meet him, and point out the (illegible).

25/08/1876 Ottawa Free Press QMO&O

The railroad embankment at the Gatineau has not resumed operations. The men went up yesterday morning but would not commence work until paid for what they had already wrought. They were promised their pay today.

25/08/1876 Renfrew Mercury Canada Central Pembroke

At last we are able to enjoy the sight of seeing the trains steaming up to the station on John Street. The track has now all been laid and at the time of writing the ballasting is almost all completed, in a week at furthest, the road will be in first class running order. The station house is being rapidly completed also and will in a short time be fit for occupation. The engine house and turntable only now remain to be built, but these cannot take very long. We believe regular passenger trains leaving here about 7 o'clock will begin running this week, but most likely we will have as yet only one train daily. Any one, however, who has been obliged to "stage it" from Renfrew to Pembroke or vice versa can fully appreciate the benefits conferred upon the travelling public by the advent of the iron horse. We believe it is customary for the railway authorities when the road is completed to a place such as Pembroke. To give a free excursion for some distance and return on the train, but we have not heard anything as yet of their intention to do so here, though they gave an excursion from Renfrew to Ottawa and back when the road was completed to the former.- Pembroke Standard.

26/08/1876 Ottawa Free Press QMO&O

The latter part of last week Mr. Duhamel M.P.P., and Mr. J.M. Currier M.P.P., were at Quebec to confer with the Government and the railway corporations relative to railway matters in Hull. Their mission was to advocate the adoption of the front route to Aylmer, and especially to secure a railway branch from the main line to the mills along the river, which they did in a credible manner. They were given to understand that the location of the route from the bridge crossing the Gatineau River to Aylmer, would much depend upon the cost of the right of way. It seems that land owners along the front route very foolishly ask fabulous prices for the same. --

30/08/1876 Ottawa Free Press Ottawa City Passenger

The Street Railway Company intend extending their track from the new Chaudiere Bridge to the Suspension Bridge.

01/09/1876 Ottawa Free Press Ottawa City Passenger

Chaudiere bridge is load tested.--

It was generally understood when the bridge was finished that one street railway track was alone to be allowed, but it appears that the charter of the company gives them almost unbounded powers and yesterday men were at work laying the second track.

01/09/1876 Renfrew Mercury Canada Central Renfrew

The track from Renfrew station to Sand Point is now being ballasted with gravel. The construction train makes three trips a day to and from the gravel pit, which is eight miles from the village, and each time brings down 16 platform cars, each carrying 16 tons of ballast. The men work long hours from the first thing in the morning till daylight ends. When, as on Monday last, the construction train is at the station, at the same time as the mail train arrives from the south and the passenger train for Pembroke is ready, the vicinity of the station presents a very bustling scene.

07/09/1876 The Times, Ottawa Ottawa City Passenger

One of the drivers of no. 6 street car was discharged yesterday for carrying passengers free.

07/09/1876 Ottawa Free Press St. Lawrence and Ottawa Rideau River

The St. L. & O. R.R. Company is at present building a new Howe truss bridge over the second channel of the Rideau River. It will be a great improvement on the old structure.

07/09/1876 Ottawa Citizen St. Lawrence and Ottawa Rideau River

The St. Lawrence and Ottawa Railway Company are having a new Howe Truss Bridge constructed instead of the old one, which spanned a narrow channel of the Rideau River at the east side. It will be a decided improvement on the old one.

08/09/1876 The Times, Ottawa St. Lawrence and Ottawa Rideau River

The St. Lawrence and Ottawa Railway is at present engaged in building a new bridge over the second channel of the Rideau River.

09/09/1876 Ottawa Free Press St. Lawrence and Ottawa Rideau River

The St. L. & O. R.R. authorities this morning closed the railroad bridge over the Rideau River to foot passengers.

Kind Conductor. Yesterday evening at half past six o'clock as the street car was coming from New Edinburgh along Sussex Street, the passengers heard the cackling of a hen and were much surprised at the same, as they could see nothing in that line on board. At last they noticed a small boy's face getting very red, and, on watching him narrowly, he grew so nervous that he lifted his feet and disclosed a nice white hen, which he had imprisoned under the seat and kept there with his feet. The hen, however, took a mean advantage of the boy's condition and flew out when opposite the Cathedral and took refuge in a vacant lot. The street car was immediately halted and the youth, with several passengers, assisted by a terrier dog, started in pursuit. After considerable time had elapsed, they caught the chicken, and the street car pursued its way as if nothing had happened.

Yesterday afternoon a streetcar while crossing the Chaudiere bridge was struck by a large flat car laden with planks from Perley & Pattee's mills, the result being damage to the extent of \$100. A woman seated in the car at the time was thrown from the seat and badly cut about the face.

Men are at present employed clearing the track of the street railway at McLaren's mill. The same might be done at several other points along the line with advantage to the Company and the public.

Hull September 18th. - Mr. DeBellefeuille, of Montreal, has paid about \$40,000 to the different owners of the land for the Montreal, Ottawa and Western railroad in Hull township and city alone. He left for Montreal on Saturday night. The officials in the registry office are having a hard recording the various deeds. Some of the notaries are reaping quite a harvest from the event. A few of the land owners have refused the offer made for their land, which will be settled by arbitration. The prices paid for property in this vicinity ranged from three hundred to one thousand dollars per acre.

From the Pontiac Advance. Work is now progressing on the Gatineau bridge for the Montreal, Ottawa and Pontiac Railway (sic), and grading is being done on this side of the bridge up to where the two surveyed routes diverge. It appears matters are not all satisfactorily arranged with the dissatisfied land proprietors, consequently nothing is being done beyond this point of divergence. Between the Gatineau bridge and Montreal, work is being pushed ahead with extraordinary vigor. The Railway Commissioners are now drawing upon the money obtained by the loan effected by the Hon. L.R. Church.

This morning a Frenchman arrived at the St. Lawrence & Ottawa Railway depot and checked a box to St. Dominique. He said it contained baggage, but it resembled a coffin very much, and P.C. Schwitzer was tempted to open it. On taking the cover off he found that the box contained the dead body of a child about eighteen months old. At first the officer suspected foul play, but he was satisfied that everything was right, and that the Frenchman merely wished to send the corpse as baggage to save expenses. The man worked on a barge and satisfied Schwitzer that the child died from natural causes.

Work to resume. More.

NO THOROUGHFARE. This placard is still conspicuous at either end of the St. Lawrence and Ottawa Railway bridge at New Edinburgh. This new structure has just been completed and it is a decided improvement on the old one. Trains are now entering the Sussex Street depot as usual.

Mr. Chas. Devine of Aylmer, ex-Warden of Ottawa County, was in town today. He says grading on the Aylmer section of the Northern Colonization has not yet been resumed although the contractors have purchased the right of way from several parties along the route.

At a meeting of the Canada Central Board of Directors it was decided to open the extension to Pembroke on 12th of next month when excursion trains will be run from this city.

Note CCR advertisements show trains running to Pembroke from 3 October.

Annual meeting of the Canada Central Railway -- The date for the formal opening of the Pembroke extension was fixed for October 18th, but in the meantime through trains will be run to Pembroke from Monday next.

The time table for the extension to Pembroke will be found in our advertising columns. It comes into force tomorrow. By its connection between Pembroke and Ottawa can be made in five hours and twenty minutes.

Since our last (edition) another stage has been reached in the progress of our railway facilities. On Tuesday last, 3rd instant, through trains commenced to run, a timetable was distributed, and tickets were issued for the first time through to Ottawa and Brockville. The express train leaves here regularly every day except Sundays at eight o'clock a.m. and returns here at ten o'clock each night. Passengers leaving here by this train reach Ottawa at 1.20 p.m. or Brockville at 2.20 p.m. by which arrangement several hours are afforded for business in either place before the return of the evening train. By this morning train passengers can also connect at Brockville with the Grand Trunk trains reaching Montreal about 9 o'clock p.m. or Toronto about 11 o'clock p.m. the same day - an extraordinary feat compared with what was accomplished under the old regime. A "mixed" or freight train also leaves here at 11.25 in the forenoon and another one arrives here at 7.15 p.m. We have thus two trains each way per day, but as the latter mentioned one is so slow, it will be practically useless for passenger traffic except for purely local travel. We regret that the company have not maintained the old arrangement that existed before the extension, namely, of two express trains per day. Many passengers who now come into town by the night train, rush up on the river by the next morning boat, and having no time to transact business here, have taken care to make their purchases before leaving Ottawa. Under the former arrangement many of them left that to do in Pembroke, as they had several hours to spare after arriving here to buy goods, make contracts, and get a good night's rest, before resuming their journey. We hope the company may find it necessary to resume the two express trains before long. We certainly believe this town would be advantaged thereby.

The formal opening of the road takes place, we believe on the 18th inst. when the directors will visit Pembroke by a special train, accompanied by many distinguished gentlemen from different parts of Canada who have been invited to take part in the inaugural proceedings. These proceedings will doubtless partake of both an official and a social character. The exact programme has not been arranged; but on the part of the town corporation we have no doubt a civic holiday will be proclaimed.

More

06/10/1876 Ottawa Citizen Aylmer branch

Mr. W. Kitchie, foreman to Mr. McDonald, sub-contractor on that section of the Northern Colonization Railroad between Aylmer Road and Gatineau Point, leave this afternoon with teams and derricks for the purpose of commencing work at the rock cut near the cemetery on the Aylmer Road. It is calculated that about 200 men will be employed on that section this winter.

06/10/1876 Renfrew Mercury QMO&O

From the Aylmer Times. Contractor Leamy is still pushing the work on his portion of the railroad west of the Gatineau river. The greater part of it is graded for the ties. Mr. Sullivan is progressing rapidly with the fencing of the road, having quite a portion of it completed. Large amounts of stone are on the ground and derricks erected for placing the stone on the flats for the construction of the piers in the gat river, which are three in number. All of them are now above water.

06/10/1876 Renfrew Mercury Canada Central Pembroke

On 3rd inst., the regular train of the Canada Central Railway - in place of the contractor's train, which has been run from Renfrew for some time past - commenced to run direct to Pembroke. The new time table, which went into operation on Tuesday, will be found at the head of the first column on the second page: and it will be observed that Renfrew is no longer mentioned in it. This place has ceased to be a terminus and is now only a way station. The turntable was removed to Pembroke last week.

Under the new arrangement there will be no afternoon train for Ottawa and Brockville from Renfrew - the amount of business on the road not justifying the expense of two through trains a day at present. Consequently there is no direct train from the south either in the afternoon, and the mail, instead of arriving here as heretofore in season about three o'clock, has since Tuesday, been received about five o'clock being brought on from Sand Point by a mixed train which comes down from Pembroke, passing Renfrew about 1 p.m. and returning in the afternoon between 4 and 5. Whether this arrangement is only temporary, or will be permanent, is not yet, we believe, definitely settled. If it is continued, the delay of an hour or two in getting letters and newspapers will not make much difference to the public generally, so far as Renfrew is concerned: but if the mail in future should not be forwarded except by the regular train for Pembroke, letters, it has been hinted, will not likely be delivered until the following morning.

The Standard says it learns that the formal opening of the road to Pembroke takes place on Wednesday, the 18th inst., and that His Excellency Lord Dufferin and several prominent gentlemen, including the Ministers of the Dominion, Ontario and Quebec Governments, have been invited to a trip over the road to Pembroke. To this list, we understand, may be added the M.P.'s and M.P.P.'s of the district and the Directors of the Northern Colonization and of the Kingston and Pembroke Railways, and newspaper representatives generally.

07/10/1876 Ottawa Citizen QMO&O East Templeton

East Templeton. The sub-contractors on the railway are making good headway. Messrs. Starrs and Delaney have re-opened the sand pits here and are finishing off the grading rapidly, and are getting along well with blasting the rock cutting. Cass & McDougall are quarrying stone on the Dunning estate and are teaming it to the road for culverts.

11/10/1876 Ottawa Citizen QMO&O

A correspondent writes - Great dry and little wool seems to be the tactic of this road. The extensive arrangements to resume work on the Gatineau and Aylmer portion of the line amounts to five men, two boys and two carts about the size of wheelbarrows.

13/10/1876 Ottawa Citizen QMO&O Hull

Mr. Bellefeuille is paying up right of way claims on behalf of the railway company today. He is transacting his business in Mr. Archambault's office. The railway contractors for this end of the route have opened an office in Mrs. Scott's building, joining Marsden's block. A large number of men are at work on the stone bridge at Moore's Creek. (may not be railway related).

18/10/1876 Ottawa Free Press Canada Central Pembroke

Large numbers of men are at present leaving for the shanties per the C.C.R.R. The formal opening of the Pembroke extension takes place on the 18th of this month.

18/10/1876 Ottawa Free Press Aylmer branch

A large gang of men are at present engaged on the line of the Montreal and Western R.R. near Mr. David Moores, Aylmer Road.

20/10/1876 Renfrew Mercury Canada Central Pembroke

The Excursion from Ottawa to Pembroke and the dinner to be given by the Directors of the Canada Central Railway, to the inhabitants of the county town - which had been announced for the 18th inst. did not take place. The celebration of the opening of the railway has been postponed; till what future date we have not heard.

24/10/1876 Ottawa Free Press QMO&O

On Saturday last the windlass used on the railroad bridge over the Gatineau river became loose and the crowbar used in turning it suddenly came out, removing the nose completely off the face of one of the workmen, and lacerating the thigh of another.

27/10/1876 Renfrew Mercury Aylmer branch

From the Aylmer Times. The construction of the M. O. & O. Railway between Hull and Aylmer is now being vigorously pushed on. A great force of men and teams being engaged on the only really difficult piece on this section, the Benedict Hill. The plant and material for building the culverts is also being got on the ground, in order, we understand, that they may be constructed before the winter sets in.

09/11/1876 Ottawa Free Press QMO&O

Mr. Levi Dunning has opened up a large quarry at Gill's Wharf, from which stone is being supplied to the Montreal, Ottawa & Western R.R. contractors. Some twelve men are kept constantly at work. The stone is said to be unusually thick and of fine quality.

14/11/1876 Ottawa Free Press Ottawa City Passenger

One of Mr. McRae's coal carts collided, on Sparks street, this morning, with the street railway track, and it required the assistance of two policemen to remove the concern from the track in order to permit of the passage of the street cars.

16/11/1876 Ottawa Free Press Ottawa City Passenger

The New Edinburgh bridge has just been replanked and for two or three days the street car passengers were obliged to disembark at one end of the bridge, and resume their journey at the other end.

20/11/1876 Ottawa Citizen QMO&O Gatineau River

Last Thursday afternoon, as Robert Langedon, and another man, both being masons engaged in lowering a heavy stone into position, on one of the piers of the railway bridge in course of construction over the Gatineau River, the tug line broke and the consequence was that both were precipitated into the casing below. Langedon had two of his ribs broken and the other man was badly injured about the chest. Langedon was at once conveyed to his house and attended to by Dr. Henderson. The other unfortunate man lays at the works in a critical state.

24/11/1876 Renfrew Mercury Canada Central Haley's

A petition has generally been signed by Portage du Fort and Bryson merchants and others addressed to the directors of the C.C. Railway Co., asking them to build a station at Healey's which is about six miles from Portage du Fort. If this is done by the Railway Company, it will be of great benefit not only to the merchants and tradespeople in facilitating the transport of their merchandise, but also a matter of great convenience to the people generally of these neighbourhoods.

27/11/1876 Ottawa Free Press St. Lawrence and Ottawa Gloucester

The train leaving the city at ten o'clock on Saturday night met with an accident at Gloucester station. At this point one of the freight cars got off the track, and despite the efforts of the train hands, it could not be replaced. It was then tumbled over into the ditch out of the way, the remainder of the cars were recoupled, and the train proceeded on its way.

27/11/1876 Ottawa Citizen Aylmer branch

The N.C. Railroad

It is now two months since Mr. John MacDonald commenced his contract on the Northern Colonization Railroad and he has accomplished much in that time. The masonry, which is completed between Hull and Aylmer, is a capital piece of work, and reflects credit both upon the contractors and the engineers. Grading is finished from Hull to past Mr. McKinley's residence, with the exception of a small piece of rock cutting at the graveyard. There are at present ten or twelve squads of men at work making as good a job as they did in the middle of summer. Two more months of such weather as we are now having would enable the contractor to finish his section altogether.

01/12/1876 Renfrew Mercury Canada Central Pembroke wood

From the Pembroke Observer. The railway shed here is now finished, the smoke stacks now being all up. An immense quantity of cord wood is also being brought up by the company for the use of the locomotives, which is piled up alongside the track in very large quantities.

08/12/1876 Renfrew Mercury QMO&O

From the Aylmer Times. - Mr. MacFarlane, contractor for the railroad bridge over the River Gatineau, has paid all his men out of his own pocket. The act has been highly spoken of by the employees. The men working for the other contractors, Messrs. MacDonald and Leamy, are not yet paid. The work is still being pushed ahead rapidly. Should this fine weather continue much longer, we may hear of their approaching Aylmer.

29/12/1876 Renfrew Mercury Canada Central Pembroke

The 7 p.m. train on Monday evening met with a rather close shave while coming into the Pembroke station. A short distance below the depot it appears a snow drift had accumulated, to get through which the engine driver found it necessary to put on more steam. This drove the train a good deal faster than usual up to the station, added to which, through some mistake, the brakes were not applied at the proper moment, and the consequence was that engine, train, and all passed along as though bound for Georgian bay. Happily there were no obstructions on the track between the station and the engine house and the caretaker of the latter, hearing the train thundering up, opened the doors and allowed it to pass in. In the meantime, the engine had been reversed and the brakes applied, but in spite of the utmost endeavors, the train was stopped just as the snow plough ran against the rear end of the engine house, near the river. An idea of how close the engine came without going plump through the end of the building may be formed from the fact that the point of the snow plough knocked several bricks and part of a board out of place in the end of the building.