

Local Railway Items from Area Papers - 1879

03/01/1879 *Ottawa Free Press* *St. Lawrence and Ottawa*

The snow plough engine came through from Prescott to the city at an early hour this morning, clearing the track for the regular trains. The drifts were found to be heavy in places.

10/01/1879 *Ottawa Free Press* *Canada Central*

On and after Monday 13th inst., and until business improves, mixed train leaving Pembroke at 11.15 a.m. and returning at 6.45 p.m. will be discontinued.

13/01/1879 *Ottawa Citizen* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway Company have just placed on their line a new and elegant sleeping coach called "Rideau" intended for the accommodation of passengers between Ottawa and Prescott.

16/01/1879 *Ottawa Free Press* *Canada Central* *Pembroke*

The railway bridge across the bay here is now entirely finished and presents a very fine and solid appearance. The last bolts were put in on New Year's Day, the 1st. Of January 1879, and by a curious coincidence, the bridge & measures, according to measurements made by Mr. William Millions, the foreman carpenter, 1879 feet in length. The section of the extension on which the work had been going on for the past six months is now virtually completed, and Mr. McCarthy is now the only engineer retained on actual service. On Thursday evening last Mr. G. Murdock, C.E., arrived here with a staff of men in the employ of the government and left here the following day for Mattawa, where they intend to proceed on a survey for the purpose of ascertaining the best and most direct road to Georgian Bay, the junction of the Canada Central with the Canada Pacific Railway. Pembroke Standard.

16/01/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

The Intercolonial car at the St. L. & O railway depot was slightly injured by another car raking it at the end as it lay on the siding.

24/01/1879 *Almonte Gazette* *Canada Central*

THE ERRATIC RAILWAY. - The good people up north are grumblings and long about the policy of the Canada Central Railway Co. in withdrawing one of the regular trains and leaving them to be served with one mail a day, and that carried every alternate day by a freight train. The Mercury says ominously: "if there is ever any talk of a bonue to the Kingston & Pembroke Railway

, we hopethat whoever may represent this village in negotiating with that Company, will make use of the experience which they have gained in their dealings with the Canada Central Company".

29/01/1879 *Ottawa Free Press* *Ottawa City Passenger*

The merchants of Sparks street are engineering a petition in opposition to the bill to amend the Street Railway Company, the charter in which it is proposed to change the track from Sparks street to Wellington street.

01/02/1879 *Kingston Daily British Whi* *Canada Central*

The people up north are grumbling about the policy of the Canada Central Railway Co., in withdrawing one of the regular trains and leaving them with one mail a day, and that carried every alternate day by a freight train.

01/02/1879 *Ottawa Free Press* *Ottawa City Passenger*

The following circular has been sent out by Alderman Lang: "A meeting will be held in the Committee Room, City Hall, in rear of the Council chamber, on Saturday 1st. of February at 3 p.m. to consider the Street Railway Question as it effects the interests of Sparks street. A full attendance is desirable, that conflicting opinions may be heard and the views of the majority acted upon, a change of rail, the removal of switches, removal of switches substituting double track, of the removal of the railway to Wellington street, seem to be the alternatives to be considered. The Directors of the Street Railway are expected to be present."

A full account of the meeting is carried in Monday 3 February edition.

04/02/1879 *Kingston Daily British Whi* *Canada Central*

A Railroad Petition

The Corporation of Pembroke will present a petition to the Governor-General in Council, praying that their liability of \$75,000 to the Canada Central Railway may be assumed by the Government, on the ground that the building of the road from Renfrew there, which was no doubt due to the grant of the Pembroke bonus, has saved the Government the expenditure of an additional subsidy to the railway company for twenty miles of road, being the difference between the distance from Pembroke to Lake Nipissing and the length of the originally projected route from a point between Douglas and this town to the western limit of Lake Nipissing.

07/02/1879 *Almonte Gazette* *Canada Central*

The rebuilding of the railway bridge across the Madawaska is still going forward. The great depth of water, which is fully 35 feet at this point, makes the work of construction more difficult and expensive. A temporary wooden bridge has first to be built, on which the trains will run without interruption while the permanent bridge is being put together. The latter is to be a combination wood and iron bridge. The trusses and timbers now being erected will be afterwards taken down and sold, their purposes having been accomplished when the permanent bridge is completed. The contractors are American gentlemen, who follow the business of erecting railway bridges, and they have constructed some of the most extensive works of the kind in the United States. - News

07/02/1879 *Almonte Gazette* *Canada Central*

FREIGHT. - The freight train on the C. C. R. only runs north on every second day, a sure indication of the great falling off in the business of mercantile and lumbering interests of the Ottawa Valley. But when so little freight is carried; there should be more expedition. Freight from Montreal is from 12 to 15 days in getting to Almonte, often to the great inconvenience and loss of consignees. As a general rule, freight could be brought from Montreal by wagon or sleigh quicker than by rail.

07/02/1879 *Renfrew Mercury* *Canada Central*

On the 3rd inst. an engineering party, under Mr. Ramsay, Jr., left Pembroke to commence surveying operations near Rockcliffe and towards Nipissing.

The Petewawa River railway bridge was finished last Monday. It consists of three spans constructed of wrought iron. The centre span is 138 feet clear - is a through bridge - high type, pin connections - and rests on rollers at both ends to allow for the contraction and expansion of the iron. The other two spans are trussed iron girders, each 60 feet 6 inches clear. The total length of the bridge is almost 284 feet. It was built by the Phoenixville Bridge Works - Clarke, Reeves & Co., Philadelphia. This company built the long span iron bridge on the Intercolonial R.R. and many notable bridges throughout America.

The following parties from Renfrew went on the survey:- W. Tierney, J. Bures, J. Ross, and W. Burns.

11/02/1879 *Ottawa Citizen* *QMO&O*

Account of the first through train between Quebec and Hull. Arrived in the city shortly before two o'clock this morning.

25/02/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

It is said that the new railway bridge over the Ottawa, at the Chaudiere, will be commenced early in April.

28/02/1879 Renfrew Mercury Canada Central Pembroke

The railway arbitrations closed here on Friday evening last and the awards were in every case favorable to the land owners, being considerably in advance of the amounts offered them by the Railway Company. Pembroke Standard.

07/03/1879 Almonte Gazette Canada Central Arnprior

SABBATH DESECRATION. - The Arnprior News says: "The railway people, in order to prevent the stoppage of the trains from crossing the Arnprior bridge during the time the workmen would be taking down the old and putting up the new one, took Sunday last to do that work. Everything had been prepared, a strong work force of men were set to work on Sunday morning and before the night the change of one half of the bridge was complete and the rails laid. No doubt the railway people, from their point of view, look upon it as a work of necessity, but other people do not view it in that light, and are loud in denouncing that method of Sabbath breaking as contrary to both civil and moral law." In Almonte, a few years ago, a similar case occurred, when the magistrates interferred and stopped the work. If the good people of Arnprior are shocked at such wanton violation of the Christian ordinances why don't they set the law in motion?

07/03/1879 Almonte Gazette Canada Central Chalk River

TERRIBLE ACCIDENT. - The Pembroke papers report a terrible accident on the works of the railway extension. Three men, Daniel Coughlin, Roderick Kennedy, and Michael Savage, employed near Chalk River, were blown to pieces last week by dynamite. They were thawing the dynamite when the explosion occurred.

PAINFUL ACCIDENT. - Accidents on the railway extension, above Pembroke, are becoming remarkably frequent. The last Observer relates another as follows: "On Friday last, an accident of a very painful nature occurred at Hart lake, a place about eight miles from Des Joachims, by which two young men received very severe injuries. On the morning of the day mentioned, the two men - named respectively John P. Tallon and Pete McDonald, the former a son of Mr. P. Tallon of Pembroke, and the latter we believe residing near Eganville - who were working on the railway extension, went into the blacksmith shop to make some repairs. It appears that on the day before one of the men working on the railway carelessly left a powder keg with about two quarts of gunpowder in it near the forge. The keg was uncovered, and while the two men were at work, a spark from the forge communicated with the powder. The result was of course, an explosion which blew the roof off the building, and burnt the men in a shocking manner. Fortunately there was help near at hand, and the unfortunate men were removed from the scene of the accident. A messenger was at once despatched to Des Joachims to procure medical aid. This he was unable to do, but he brought back some cotton and glycerine with which the wounds of the men were bound. On Sunday the men started to Pembroke, and reached here early on Monday afternoon, where they were immediately attended to by Dr. Dickson. Both men are doing well and it is expected they will soon be the same as ever, with the exception of a slight disfigurement.

08/03/1879 Ottawa Citizen Canada Central Chaudiere

The Canada Central freight Shed Robbed

The freight shed of the Canada Central Railway Company was entered by thieves on Tuesday night (4/03), an entrance being effected by removing the sash. Several boxes of tea, soap and tobacco were removed from the building. The police were notified of the burglary, and on Thursday a number of houses in the neighbourhood were searched, for the missing goods, but to no avail. A box of tea was afterwards found hidden under a lumber pile, in the St. Lawrence & Ottawa railway yards. Upon the employees returning to work yesterday, they were surprised to find one of the missing boxes of soap had been returned by the thieves, it being left on the platform. The night of the robbery was a clear moonlight one, and it is supposed the thieves secreted their plunder near the station, being afraid to carry it off, for fear of detection.

12/03/1879 Ottawa Citizen QMO&O Chaudiere

The Chaudiere Bridge

The Quebec Government have called for tenders for the construction of the railway bridge over the Ottawa above the Chaudiere Falls. They will be received up to noon of Thursday, the 31st inst.

29/03/1879 Ottawa Citizen St. Lawrence and Ottawa Billings Bridge

An accident occurred yesterday, on the St. L. & O. Railway, at Billings bridge, which will probably result in the death of a man named William Vosper a resident of this city. It appears that Vosper was standing on the top of one of the cars, and was struck on the head, as the train passed under a bridge. The unfortunate man was brought to the city, and Doctors Church and Carmichael rendered the necessary medical assistance. It was found that he had received a severe cut on the forehead, and his injury is considered dangerous. He was subsequently removed to the Protestant Hospital, where he now lies in a low condition. Vosper is a young man and unmarried, and was for some time employed as a gardener, by Mr. Thomas Reynolds. Of late, he has been out of employment

31/03/1879 Renfrew Mercury Canada Central Renfrew

Mr. Harris of the Canadian Pacific Survey, on behalf of the government has, we understand, handed over to Messrs. Worthington and McIntyre, the contractors for the Western Extension of the Canada Central railway, the rails which have been so long lying at Renfrew, and which were brought here at the time the late Mr. Fowler was contractor for the extension via the Bonnechere Valley Route.

01/04/1879 Ottawa Free Press QMO&O Chaudiere bridge

The tenders for the bridge over the Grand River above the Chaudiere Falls, were yesterday sent to Mr. Peterson, at Montreal, and will be considered at once. The specified time for the completion of the masonry and approaches is 1st of December next. Tenders have not yet been asked for the iron work.

02/04/1879 Ottawa Citizen St. Lawrence and Ottawa

SOMEWHAT IMPROVED

The condition of the unfortunate man Vosper, who met with such a serious accident recently on the St. Lawrence & Ottawa Railway is considerably improved, and hopes are entertained of his ultimate recovery.

03/04/1879 Ottawa Free Press Canada Central

The new engine imported by the Canada Central Railway is now running regularly.

04/04/1879 Ottawa Citizen Canada Central Bells Corners

The rear or passenger coach of the train in the Canada Central Railway, due here last evening at 7 o'clock ran off the track a short distance from Bell's Corners. A number of passengers were seated in the car at the time, none of whom, fortunately, were injured. The car after leaving the track ran for some distance on the road-bed to the discomfort and annoyance of those within. The train was only delayed a few minutes by the accident, arriving in the city shortly after the regular time.

04/04/1879 Renfrew Mercury Canada Central Arnprior

The Railway Bridge over the Madawaska has been completed some time. The only work to be done by the contractors is to remove the trusses from the bed of the river, and which are now no longer required. It is intended to leave them until the ice breaks up, as it is expected that they will float to the surface, although pretty well weighted down with railway iron.

ROW IN THE CANADA CENTRAL OFFICEA discharged official asks for his pay - he is answered in Dutch - A high official lowers himself to the level of a common rowdy. The Brockville papers have an ever-present fear that the patronage of the Canada Central Railway company whose head office is in Brockville may be withdrawn from them if they were to pursue a strictly independent course in commenting in their columns on the present management of the road. Up till last January, the members of the press on the line of railway received annual passes, in consideration of the publication of the company's timetable. These passes were discontinued and the company now pays the publishers for its advertising, the same as any other business firm. This Arrangement is entirely to our satisfaction. We feel under no obligation to the company, and more independent of them than when formed one of the "dead-head brigade." We are free to criticize the conduct of the company's officials, when their behaviour is such as to call for criticism; and to denounce the insolence and the tyranny of those who, like beggars placed on horseback, are wont to usurp that power and position and ride roughshod over officials in less exalted stations, who are striving to do their duty to the company and to the public. And because some of the "country journals" have had the courage to speak out, the "city journals" of Brockville have insinuated that they were actuated by selfish motives and abusing the railway company because their passes had been withdrawn. The Brockville editors, especially the remarkably modest gentleman who runs the Monitor, are not in a position to read the "country press" a lecture. Their journals are not read outside of Brockville, and but to a limited extent in that rural hamlet. They exist - especially the Monitor - on the crumbs throw to them by fat corporations like the C. C. Railway - but for whose "patronage" the Monitor would have long are this have succumbed to its own mental institution and natural inanition. The recent disgraceful occurrence in the head office of the Railway company, when one of the head official threatened to take the life of a workman, and proceeded to execute his threat by presenting a loaded revolver, is treated very gingerly - rather let us a very cowardly - by these papers. Instead of denouncing the conduct of paymaster Matthaëi, the lick-spittle Monitor apologizes for the tyrant's violence and arrogance and leaves it to be inferred that his victim was equally at fault.

The Recorder states the circumstances as follows: a rather peculiar case came before the police magistrate on Monday; peculiar from the fact that the parties implicated all well-known and highly respected citizens. Carl Matthaëi, paymaster for the Canada Central Railway, was charged with assault upon one Harold Kingdom. The facts of the case seem to be as follows: Kingdom, in company with two other men named respectively Thomp[sic] and Irvin, employees of the road, had received their discharge, and on Saturday night called at the paymaster's office for their money. Kingdom presented a time card for \$19.29, and was told by Mr. Matthaëi that no money could be given, and that he, Kingdom, would have to come on Monday. Kingdom replied that he could not come on Monday, as in case he did he would lose a job of \$2 a day. Matthaëi then threw the time card into the air and ordered Kingdom to get out. Kingdom did not to leave and Matthaëi came around the desk and clinched him. Thompson spoke up at this juncture and Matthaëi released his hold but subsequently caught him again, and told him that he was a prisoner. Both had hold of each other, and, upon the second hold being loosened, Matthaëi grasped a leather case, drew from it a revolver, and cocking it, placed it at Kingdom's head, telling him that if he moved he, (Matthaëi), would shoot. A policeman in the employ of the Railway then came in and was ordered to take Kingdom up to the station. Thompson then told the policeman that he had no right to arrest Kingdom without a warrant, but the two finally started up street towards the station. Upon the way up they met Chief Mitchell of the Town force, who ordered the first officer to release Kingdom, as he had no right to make the arrest. Informations were then laid by both parties, Kingdom making two separate charges, one of assault. The evidence above related was given by Kingdom and substantiated by Irvine[sic] and Thompson. Mr. Matthaëi denied the two separate struggles in the office; and also swore that Kingdom swore that he would not go out, and that both clinched at the same time. Mr. Taprell, an assistant in the office, was then questioned and swore that he heard no swearing, and that Thomson's evidence was to the best of his knowledge correct. On the count of assault he was fined \$1 and costs \$4.50. The count of presenting a pistol was then gone into, when Mr. Matthaëi pleaded guilty and was fined \$30 and costs. Mr. John F. Wood appeared for the complaint and during an able handling of the case, presented some very terse remarks in reference to defendant's method of treating those with whom he did business. Mr. James Reynolds appeared for the defence. The public have a right to know what manner of a man this is who shapes the policy of the C. C. Railway, and its treatment of employees, and it is with that object in view that we give this matters so much prominence. The interests of the public and the railway are perhaps not always identical, but each is largely indebted to the other and the utmost confidence should exist between them. For the past six months, or more, a system foreign to Canadian custom, has obtained in the management of the road. Mr. Carl Matthaëi nurtured in a country of class privileges, has imbibed ideas and traits of character incompatible with the democracy of the Canadian public. It is a practice in Russia, and it may be so in Prussia[sic], to address a servant "a son of an animal," a "liar", and in other terms equally offensive. It may be common, also, to order men about as serfs, and "persuade" them to do as they are commanded by their lords and masters by the use of six shooters. These things may pass unchallenged in Europe but in Canada, which knows no class and where all are equal, it will not be tolerated a day. Mr. Matthaëi is paymaster, and in his position as such has come in contact with every official on the road and is execrated by them all. Vested with some sort of plenary power he seems to overshadow Mr. Richardson, who servant he should be. A system of espionage was introduced with Mr. Carl Matthaëi; overbearing insolence came about the same time; and as a result, today every official on the line is in constant dread of the man who, vested with a little petty brief of authority, has already dismissed such faithful servants as Mr. John Scott, Mr. Geo. Low, and Mr. Richard Cardiff, who, like the Brockville mechanic, could not brook the arrogance of the Dutch paymaster.

08/04/1879 *Ottawa Citizen**QMO&O**Hull*

Hull City Council resolutions

Bill for the construction of a bridge over the Ottawa river at the Chaudiere for the use of the QMO&O Ry. Need to look after the interests of the city - location and erection of the workshops in Hull.

that the attention of the Government of Quebec be drawn to the necessity of locating and erecting all of the railway workshops west of Montreal, in the city of Hull, and protecting the interests of that part of the Province as far as possible as they are likely to suffer from the removal of the passenger and freight traffic by the new bridge over the Chaudiere.

11/04/1879 *Renfrew Mercury**Canada Central**Renfrew*

Account of a fatal accident to a passenger at Renfrew station.

12/04/1879 *Ottawa Citizen**QMO&O**Chaudiere bridge*

The contractor for the bridge over the Ottawa at the Chaudiere will proceed with its construction at once. The work will give immediate employment to a large number of masons and laborers.

17/04/1879 *Ottawa Citizen**Canada Central**Pembroke*

The superintendent of tracklaying on the western extension of the CC RR arrived in town last night. It is understood that the work will be proceeded with at once.

17/04/1879 *Ottawa Citizen**QMO&O**Chaudiere bridge*

Hull, the laborers of this section of the country are in hopes that the contractor (whoever he may be) for the building of the railroad bridge across the Chaudiere will not overlook their claims but give them a fair share of the work.

18/04/1879 *Renfrew Mercury**Canada Central**Gauge change*

Tracklaying was commenced on the Western Extension C.C. R'y. on Wednesday, 9th inst. The track has the standard gauge, being 4 feet 8 1/2 inches wide. The engine "Nipissing" was out for the first time last week.

23/04/1879 *Kingston Daily British Whi* *Kingston (CP)*

There was a slight accident on the K. & P. RR. yesterday. A baggage van and passenger car were thrown off the track, caused by a wash out.

The following is the list of tenders for the construction of the approaches, piers, and abutments of the Chaudiere Bridge, the contract for which was recently awarded to Mr. Beemer, of Montreal.

H.J. Beemer, Montreal --\$112,873.10
 J. Cameron, Ottawa--119,106.14
 Heckier, McRae & Co., Montreal--119,121.93
 H. & J. Ryan, Brockville--120,617.98
 Stevenson & Sweaton, Montreal--120,909.54
 H. Symmes, St. Catharines--121,720.95
 A.J. Brown, Hamilton--124,734.95
 J.W. Iolay, Ottawa--125,759.09
 McDermid & Hendric--126,168.81
 J. McArthur, Chicago--127,576.10
 J.M. Starrs--128,837.85
 McDonald & Paradis--128,819.35 [sic]
 J. Murphy, Ottawa--129,747.65
 R. Mitchell, St. Catharines--129,850.87
 F.B. McNamee--130,364.15
 Lebfevre & Co., Montreal--181,427.63 [sic]
 D. O'Brien, Montreal--134,664.44
 McQuarry & O'Leary--134,733.08
 John Steward--134,914.94
 Charlebois & Lemay--136,020.60
 C. McCanon--136,679.88
 R. McGreevy, Quebec--139,046.39
 R.G. Reid, Hull--142,263.63
 G.B. Hamlen--142,254.59 [sic]
 F.C. O'Reilly, Montreal--142,659.46
 J. Sullivan, Montreal--148,049.22
 J. Wright--148,518.43
 King & Hart--152,405.00
 Rogers & Reynolds--153,850.41
 M.J. Hogan, Ottawa--156,121.73
 E.H. Gouin, do --159,556.84
 Gordon & McCaulay--160,590.60
 Rogers & Farrell--162,450.00
 J. Goodwin, Ottawa--163,425.40
 H. Danfel & Sons--170,902.50
 Pierre Tryon & Co.--171,850.69
 F.H. Skead, Ottawa--179,072.50
 D.A. Mitchell do --222,896.90
 J. Smith, Philadelphia--223,530.50

The contract for the construction of the railway bridge across the Grand River, above the Chaudiere Falls, by the Quebec government has been signed by Mr. Beemer, who will begin the work very shortly. The greatest depth of water between the Hull side and Lemieux Island is 11 feet 9 inches, and between the Island and the Ottawa shore 4 feet 0 inches. The depths of abutments are as follows: From Hull side to the Island - 3, 3-5, 2-5, 5-3, 4-0, 9-6, 11-9; and from the island to the Ottawa side: 3, 4, 3-6, 4-9, 4-3, 3-9. There will be no great difficulty encountered in the construction of the bridge.

Ottawa.

Railway Extension
 (per Dominion line.)

Ottawa, April 30. - work is being rapidly pushed forward by the contractor on the Canada Central Extension above Pembroke. Five new cars were shipped from this city on Monday afternoon, to be used for constructing purposes. Five miles of the road have been laid with iron, and communication is expected to be established between Pembroke and Kippewa before next fall. Mr. Worthington will shortly visit Detroit, for the purpose of buying a new engine which will be required as the work progresses.

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The ties and rails are now laid along the western extension to Hale's Creek, about four miles from here. The water and mud along the road necessarily very much impede the work. Pembroke Standard.

NEW CARS. - A large number of new platform cars for the Western Extension Canada Central R. R. passed up this week. The work is now being vigorously prosecuted.

U. F. & RAILWAY COMPANY. - On the opening of navigation the Union Forwarding & Railway Company will run a daily steamer between Aylmer and the Quio for freight and passengers and a tri-weekly steamer service between Pembroke and Deux Rivieres as last season..A connection will be made at Sand Point with the Canada Central Railway for the carriage of freight to Portage - du - Fort. The steamers of this line have had a complete overhauling during the past winter, and only await clear water to commence the season's operations.

03/05/1879 Ottawa Citizen QMO&O Chaudiere bridge

Mr. Peter Grant C.E. yesterday explored the banks of the Ottawa at and above the site of the proposed railroad bridge across the Chaudiere. About three quarters of a mile further up was found to be a much better location for the said bridge, the water being shallower and the river being only 2,000 feet across against 4,000 feet at the other site. No embankments would have to be made, while at the present location it will require 133,000 yards of earth, and that will have to be brought from a distance. The grade, also to the Canada Central, on the south side of the river is also said to be much easier. Mr. Grant calculates that the government, by altering the site of the bridge would save the province of Quebec nearly \$125,000.

05/05/1879 Ottawa Citizen Canada Central

CCR advertisement.

Tenders will be received up to the 20th inst. for the filling of the two gullies on the line of this railway between Sand Point and Renfrew, one at Castleford the other at Russell's known as the "Big Gully" and "Russell's Gully" respectively, tenders to include erection of necessary stone culverts.

Brockville, May 1st. 1879.

07/05/1879 Ottawa Free Press QMO&O

The men in the employ of Mr. B. Gibson at the Gatineau Point gravel pit, struck work on Monday last for an increase of pay from 80 cents to 90 cents per day. Mr. Gibson is the contractor for ballasting the Q.M.O. & O. R.R. line and the material taken from the pits for that purpose.

12/05/1879 Kingston Daily British Whi Kingston (CN) Brockville

Nitro-Glycerine

The Grand Trunk authorities on Saturday discovered a car with several cases of the so-called blasting powder at Brockville station. They had it shunted on what is called the Manitoba siding, a couple of miles west, and Mr. Spicer requested Dr. Volney to unload it. Volney's man examined it and said the glycerine was leaking through the cartridges. He was, at first, afraid to remove it.

20/05/1879 Ottawa Citizen QMO&O Chaudiere bridge

Mr. Beemer, contractor for the railway bridge over the Chaudiere, has 30 men at work at cuttings and filling up. He has now more men than he can employ advantageously. On Tuesday or Wednesday he expects to commence quarrying when he will require about 30 more hands. A report was about a few days ago that Mr. Beemer did not intend to employ any hands from Hull. This mistake was occasioned by some men who were told that there was not any work at that time, but as soon as there was an opening they would have a chance. At present there are 14 Hullites on the work.

20/05/1879 Ottawa Citizen QMO&O Hull

Mr. Soper of the Dominion Telegraph Co. is engaged in connecting the Ottawa office of the QMO&O R with the Hull station by telephone. It will certainly prove a convenience.

20/05/1879 Ottawa Citizen Aylmer branch Aylmer

Work on the Aylmer extension of the QMO&O has been resumed and it is expected that in the course of a few weeks trains will be running in connection with the Union Forwarding and Railway Company's steamers which have their terminus at that town.

20/05/1879 Ottawa Free Press QMO&O Chaudiere bridge

Some thirty men are presently engaged on the Chaudiere railway bridge, at work on the cutting and approaches. The force will soon be increased to double the number, so soon as quarrying commences. Mr. Beemer intends to push the work through as rapidly as possible.

23/05/1879 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

A large frame building has recently been erected in the station yard of the St. Lawrence and Ottawa Railway, for the accommodation of the "Intercolonial," the Governor-General's special car, and Mr. Thomas Reynold's private car, to protect them from the weather. The double track runs into it.

23/05/1879 Renfrew Mercury Canada Central Pembroke

The W.E.C.C. Railway has opened an Engineering Office at Rockcliffe. The offices at Pembroke will shortly be removed from there altogether. Tracklaying is progressing favorably, nearly 12 miles being now laid. The rails at Renfrew are being used, 6 to 8 cars leaving daily. Ballasting is commenced, the pit being near the Petawawa river. Not very much will be done at it until Chalk River is reached. The superstructure of the bridge across the river is not completed yet. It is a through Howe truss, one span of 73 feet. Beyond the Chalk there is about 15 miles of the line graded, besides several small bridges being under construction.

27/05/1879 Ottawa Free Press QMO&O

Sixty men have for several days been put out of employment through the mischievous acts of some of the village lads who wantonly ran two gravel cars off the track into a creek at the gravel pit on the Gallipot farm.

28/05/1879 Kingston Daily British Whi Canada Central

Fire at Carleton Place

--- The yard is situated on either side of the Canada Central Railway track

--- The Canada Central Railway Company loses \$3,000, their track, which ran through the burnt district, being completely demolished. Passengers going north are transferred by waggons ---

28/05/1879 Ottawa Free Press Canada Central Carleton Place

Fire at Carleton Place. Train with equipment sent from Ottawa. Passengers carried over the burnt portion of the road in busses.

29/05/1879 Ottawa Free Press QMO&O

Two baggage cars for the accommodation of the Vice-Regal party were shipped per Q.M.O. & O. R.R. yesterday.

29/05/1879 Ottawa Free Press Canada Central Carleton Place

That portion of the track on the Canada Central, destroyed by fire at Carleton Place on Tuesday has been replaced, the evening train from the north passing through alright.

30/05/1879 Almonte Gazette Canada Central

RAILWAY NOTES. - The W. E. C. C. Railway has opened an Engineering Office at Rockcliffe. The office at Pembroke will shortly be removed from there altogether. Tracklaying is progressing favourably, nearly 12 miles being now laid. The rails at Renfrew are now being used, 7 to 8 carloads leaving daily. Ballasting is now commenced, the pit being near the Petawawa River. Not very much will be done at it until Chalk River is reached. The superstructure of the bridge across the Chalk is not completed yet. It is a through Howe truss, one span of 73 feet. Beyond the Chalk, there is about 15 miles of the line graded, besides several small bridges being under construction, - Renfrew Mercury.

31/05/1879 Ottawa Citizen QMO&O

The employees of the QM&O Ry have received their summer uniforms of dark blue cloth.

03/06/1879 Ottawa Free Press QMO&O Chaudiere bridge

The workmen employed on the railway bridge above the Chaudiere have made a demand for an increase of wages. They have been paid 85c per diem and now they want \$1.10. If their demand is not acceded to they threaten to go on strike. Mill hands are being paid at the rate of one dollar per day.

04/06/1879 Ottawa Free Press QMO&O Chaudiere bridge

The workers employed on the Chaudiere railway bridge are out on strike, having quit work yesterday, their demands for increased pay not being acceded to by the contractor. The men consider eighty-five cents a day too small wages entirely.

04/06/1879 Ottawa Citizen QMO&O Chaudiere bridge

The men employed on the new railway bridge over the Ottawa above the Chaudiere have demanded that their wages be increased from 85c to \$1.10 per diem.

05/06/1879 Ottawa Citizen QMO&O Chaudiere bridge

The men employed on the Chaudiere Bridge have struck work. They want \$1.10 per diem. The contractor refuses to accede.

06/06/1879 Ottawa Free Press St. Lawrence and Ottawa

The trains on the St.L.O. & O. Railway will run on Ottawa instead of Montreal time in the future. On Monday next the morning train will leave at 10.52 and the afternoon train at 2.15. The morning train will arrive at 7.10 and the afternoon train at 3.55 and the evening at 6.30.

07/06/1879 Ottawa Citizen QMO&O

On Tuesday next an excursion party from Montreal will arrive in the city via QMO&O railway to celebrate the inauguration of the Palace car system on the western division of the road.

07/06/1879 Ottawa Citizen QMO&O Chaudiere bridge

The men employed on the Chaudiere railway bridge are still on strike.

09/06/1879 Ottawa Free Press QMO&O

Some five ballasting trains are now kept employed by Mr. Gibson, contractor, in ballasting the Q.M.O. & O. between Papineauville and Hull. When the line has been thoroughly ballasted it is expected that the trip between Ottawa and Montreal will be made in four hours.

10/06/1879 Ottawa Free Press QMO&O

Inauguration of the Palace car system - article.

11/06/1879 Ottawa Citizen QMO&O Caledonia Springs

Inauguration of the Palace Car System

An excursion from Montreal to Ottawa

In railways, as in nearly everything else, time has worked wonderful changes. A few years ago the travelling public were satisfied with an ordinary first class car. Now they have become more fastidious in their tastes and look for canoe couches, revolving chairs elegantly upholstered &c. To satisfy the public taste, and as well to keep up its first class reputation, the Q.M.O. & O. Railway decided to introduce on their line the Palace car system. Yesterday saw the inauguration of the system and the event was celebrated by an excursion from Montreal to Ottawa, two of the new cars being attached to the regular train.

Among

THE GENTLEMEN WHO WERE PRESENT

By invitation were the following press representatives: - J. Stewart, Montreal Herald; G.B. Burland, Canadian Illustrated News; J. Harper, Montreal Star; J.H. McLean, Montreal Gazette; J.C. Martin, Montreal Post; R.C. Smith, Montreal Witness; George H. Fox, Ottawa Free Press; W.J. Cuzner, Ottawa Citizen; S. Foley, Journal of Commerce; A. Beaugrand, La Patrie; E. Lamothe, Le Nouveau Monde; R. Tremblay, Le Courier de Montreal; L. Lorrain, Franco Canadien; and O. Balland, le Minerve; M. Hosmer, General Manager of Dominion Telegraph Co.; Mr. A. Le Moine de Martigny were also present and the following officers of the company: Mr. G.A. Scott, General Superintendent; Mr. F.J. Pruyne, General Paymaster; Mr. M. O'Meara, jr., Agent at Ottawa; and Mr. J. Gordon, Inspector of Stations.

The train left the mile end station at 9.30 o'clock and reached the city at 2 o'clock p.m. a delay of 15 minutes having occurred at Calumet station owing to the heating of the journals of the new cars. Conductor Williams was in charge, who, with Conductor Diamond, bears the reputation of being perfection in his business; courteous under any circumstances, and anxious at all times to administer to the wants of travellers. Engineer Whitehead, well known as one of the most experienced of Canadian engine drivers, piloted the iron horse and made fast time. At this season of the year, when all nature appears to be clothed in her garb of green, the trip is particularly enjoyable.

THE SCENERY is varied and enjoyable. The route abounds in hills, valleys and small streams. The Lievre at Buckingham, with its turbulent waters tossed angrily over the rocks before entering the basin, and skirted with a rich green fringe presents a scene of grandeur that must be seen to be thoroughly appreciated. In fact, all along the line one finds something to attract his attention. A very noticeable improvement is observable in the farms between Ottawa and Montreal since the road opened, furnishing further evidence of the capitalizing influence of the railways. New houses are springing up, new barns are taking the place of the old rickety fabrics and the people are becoming more refined; neat and uniform station houses grace the different stopping places and a strong force of men are now engaged in improving the grounds around them.

THE ROLLING PALACE

The two palace cars which were added to the rolling stock of the eastern division yesterday are not as expensive as some used on American railways, are elegant in every respect. Each contains two lounges, 11 revolving chairs, and a stateroom and a spacious smoking compartment. The chairs and sofas are upholstered in crimson and green plush, and the floor carpeted in keeping with the richness of the whole interior. The walls are of black walnut and bird's eye maple, the ceiling richly ornamented with flowers and Egyptian figureheads. In the smoking compartment tables are placed between seats, where one can indulge in a game of euchre or what, if he feels disposed to wile [sic] away the hours, and break the monotony of the journey - for all railway trips, no matter where they are taken become monotonous in the end. The external appearance of those palaces is very attractive also, the painter displaying a vast amount of skill in blending of the colours. They are named "Marquis of Lorne" and "Hon. H.G. Joly", and were manufactured by the Gilbert and Brush Company, Troy, New York. They cost \$7,000 each.

THE REFRESHMENT DEPOT

The principal stopping place between Ottawa and Montreal is Calumet. There the regular passenger trains meet and pass each other, and there too is found something which will appease the appetite. A splendid lunch room was opened yesterday and the party were entertained there at the expense of the line, the train having remained over "20 minutes for refreshments". A horse car at this point connects the railway with the L'Original ferry which takes passengers for the Grand Hotel, Caledonia Springs. This will soon be done away with and a new passenger car and engine combined will be substituted. It is now being manufactured at a cost of about \$14,000 and will be in running order by September next. In this the people of L'Original and district have much to be thankful.

THE ARRIVAL

On arriving at Hull the excursion party were provided with busses and driven to the Russell House, where after partaking of a warm meal, they visited some of the principal points of interest in the city, leaving for home by the evening train at 4.45 o'clock. They expressed themselves delighted with the trip and speak highly of the many courtesies extended by Mr. O'Meara jr., the efficient agent of this city. Mr. Scott, the General manager, Mr. Pruyne, Mr. Stark and other officials of the company, all of whom left no stone unturned to ensure the comfort of their guests. The all join in the wish that the palace car system inaugurated under such pleasing circumstances may prove the success the company may desire it to be.

12/06/1879 Ottawa Citizen QMO&O

When the ballasting on the QMO&O is completed Engineer Whitehead says he will be able to run a through train to Montreal in 3 1/2 hours.

14/06/1879 Ottawa Citizen QMO&O

Five ballasting trains are now kept constantly employed on the QMO&O between Papineauville and Hull, completing the ballasting of this road.

23/06/1879 Ottawa Citizen QMO&O Chaudiere bridge

The men who struck work recently on the Chaudiere Railway Bridge sit around on lumber piles now watching other men filling their places.

27/06/1879 Ottawa Free Press Toronto and Ottawa

The Lanark County Council have refused to grant an extension of time to the Toronto and Ottawa Railroad Co. so that the bonus voted is now no longer available from that county. The people of that district will not be required to fight about the northern and southern routes for some time.

02/07/1879 *Ottawa Free Press* **QMO&O** **Chaudiere bridge**

The stone cutters employed on the Chaudiere railway bridge are out on strike. They have been earning on average sixty cents a day, according to the statements of some of those employed and consider they should receive more.

03/07/1879 *Ottawa Citizen* **QMO&O** **Chaudiere bridge**

Work on the Chaudiere Bridge is progressing rapidly. Messrs. J.W. McRae and Co. have just completed a steam yacht 36 ft. long and drawing about three feet of water to be used in towing the stone scows to the several piers. Between 250 and 300 men are employed on the work. The stone cutters employed on the Chaudiere Bridge struck work yesterday. They want more pay.

03/07/1879 *Ottawa Citizen* **Canada Central** **Chalk River**

An excursion was given to Chalk River yesterday on the railway extension under the auspices of the Orange Young Britons Band.

04/07/1879 *Ottawa Citizen* **QMO&O** **Chaudiere bridge**

35 or 40 stone masons are on strike at the QMO&O RR bridge today. They ask for 15 cents a yard for dressing stone, having only received 10 cents, which they state they can only make an average 60 cents a day. Three spans of horses passed through the city today attached to the hull of a small screw steamer which was launched on the Ottawa above the Chaudiere. This boat is intended to tow the barges loaded with stone for the erection of the bridge. The hull is a fine model and was built by Mr. A. Miller: Draught 40 inches, 55 feet overall and 15 tons measurement.

07/07/1879 *Ottawa Free Press* **Aylmer branch**

Messrs. Stark and O'Meara are inspecting the line of the Q.M.O. & O. R.R. between Hull and Aylmer today. N.B. Stark was the General Freight and Passenger Agent while O'Meara was the General Agent.

09/07/1879 *Ottawa Citizen* **Aylmer branch** **Aylmer**

The extension of the QMO&O to Aylmer will probably be completed before the end of the present month, by which time it is expected that regular passenger and freight trains will be running.

09/07/1879 *Ottawa Free Press* **Canada Central**

A locomotive has been purchased from the G.T.R. for the C.C. R.R. extension. This makes the second in use.

11/07/1879 *Ottawa Free Press* **Canada Central**

Canada Central Railway - We learn that Messrs. Worthington and MacIntyre of Montreal have purchased this railway. Mr. MacIntyre leaves for England in a few days in connection with it - Quebec Chronicle. The fact of the matter is that Mr. MacIntyre is returning from England, but otherwise the paragraph is not far out of the way.

14/07/1879 *Ottawa Citizen* **QMO&O** **Chaudiere bridge**

The contractor, Mr. H.J. Beemer is pushing forward rapidly with the construction of the Chaudiere Bridge. He has leased from the Canada Central Railway two engines and 30 cars to be used in connection with the works which will be finished in December. Also reported in the Ottawa Free Press same date.

15/07/1879 *Kingston Daily British Whi* **Canada Central**

The President of the Canada Central Railway, Mr. Richardson, says that the negotiations for the purchase of that road by Messrs. Worthington and MacIntyre have not yet been completed, and that their doing so will depend on their ability to adjust certain terms satisfactory to him.

19/07/1879 *Ottawa Free Press* **QMO&O**

A new locomotive, from the Canadian Locomotive Co.'s Works at Kingston, has been placed on the Occidental Railroad.

21/07/1879 *Ottawa Free Press* **Ottawa City Passenger**

A couple of young men who were out to Aylmer yesterday for a holiday, had one of the wheels of their buggy damaged by reckless driving over the street-car rails at the Chaudiere on the return trip.

25/07/1879 *Ottawa Free Press* **QMO&O** **Chaudiere bridge**

Q.M.O. & O. R.R. The new bridge over the Ottawa will reach the Ontario side about an acre above the round house of the Canada Central Railway. It is said that the low ground between the C.C. R.R. track and the Ottawa river will be filled in and utilized by the new road.

26/07/1879 *Ottawa Free Press* **Canada Atlantic**

It is said the new Coteau road, if built will run into the city parallel with the St.L. & O. R.R. from the Chaudiere Junction.

30/07/1879 *Ottawa Free Press* **Toronto and Ottawa**

Meeting at city hall - scheme endorsed - full account.

30/07/1879 *Ottawa Free Press* **Maniwaki**

The Quebec correspondent of the Montreal Star, contains the following piece of news: the bill to incorporate the Ottawa and Gatineau Valley Railway Company is asked for, among others by Hon. Geo. Bryson, Hon. L. Ruggles Church, Alonzo Wright, M.P., J.M. Currier, M.P., Joseph Tasse, M.P., E.B. Eddy and E. MacGillivray. The preamble of the bill sets forth that the persons hereinafter named, and others, have by their petition represented that a line of railway to be constructed from a point on the north branch of the Ottawa River, at or near the city of Hull, in the Township of Hull, to a point at or near the confluence of the Rivers Desert and Gatineau, known as Desert Village, running on the west side of the river Gatineau, would colonize and settle the fertile land of the Gatineau valley and speedily develop its resources, agricultural, manufacturing, and mineral, and largely increase the wealth and population of the Province of Quebec, and moreover would be a powerful feeder to the Quebec, Montreal, Ottawa and Occidental Railway, have prayed to be incorporated as a company for constructing, equipping, running and managing such a railway. The capital of the company is not to exceed one million dollars.

01/08/1879 *Almonte Gazette* **Canada Central** **Pembroke**

TAXING BRIDGES - Pembroke town taxed the railway company's bridge. The company appealed, and Judge deacon decided in favor of the company.

02/08/1879 *Ottawa Free Press* **QMO&O** **Chaudiere bridge**

According to the contract made by Mr. Beemer, the contractor, with the Quebec Government, the new railroad bridge over the Ottawa River, above the Chaudiere falls, is to be completed by the 1st of January next, and there is every reason to believe that the agreement will be faithfully performed. The bridge starts on the Quebec side near the Aylmer Road crossing and reaching the Ontario side near the engine house of the Canada Central Railroad. It is not positively known, but it is probable that a Union station will be built. The total superstructure is 2,050 feet. There are twelve spans of 150 feet and one of 250 feet. There are four abutments. The eleventh pier and the third abutment are now being built. On the Hull side the excavation has been completed. A steam tug and nine barges are ready for work, and instead of any danger being apprehended by the boat being carried over the Chaudiere Falls, the difficulty is more likely to arise from the shallowness of the water. The water in the river is extremely low at the present time. A siding has been made to a gravel pit at Britannia and a steam shovel procured, which will be set to work next week. The superstructure of the bridge will be of iron for which Messrs. Clarke, Reeves & Co. have the contract. Some 350 men are now employed on the work, which, it is safe to say, could not be in better hands.

02/08/1879 *Ottawa Free Press* **Aylmer branch**

It is expected that the rails on the Aylmer Extension of the Q.M.O. & O. R.R. will be laid as far as Aylmer tonight and that trains will commence running on Wednesday.

05/08/1879 Ottawa Citizen

Aylmer branch

Aylmer

The rails were laid on the Aylmer extension of the QMO&O on Saturday night, thus finishing the line to that point. The first regular train will reach Aylmer tomorrow night.

06/08/1879 Ottawa Free Press

Aylmer branch

This afternoon, several of the officials of the Q.M.O. & O. R.R. passed over the Aylmer extension for the purpose of inspecting the road. At 4 o'clock it was proposed to have a grand celebration in the village, the corporation having voted \$100 for the purpose of a dinner, which will be held at the British Lion Hotel. Moses Holt also proposes to give a dinner on his own account. Invitations to the city press, and others have been extended by Mayor Gordon. The following telegram was received from Aylmer today:

A grand demonstration is expected here today on the occasion of the opening of the Q.M.O. & O. R.R. extension. About 300 strangers are expected, and lunch has been ordered for that many. A band from Ottawa will be present. In the evening it is proposed to have a torchlight procession.

06/08/1879 Ottawa Citizen

Aylmer branch

Aylmer

The first regular train of the QMO&O Ry will reach Aylmer tonight at 10.10. A special train, conveying officers of the road and invited guests, is expected to pass over the newly completed line today.

The first through freight car on the QMO&O from Montreal to Aylmer arrived at the latter place yesterday. The freight was consigned to Mr. Moses Holt.

08/08/1879 Almonte Gazette

Canada Central

Pembroke

A PIRIABLE SIGHT - on arrival of the ten o'clock express from Ottawa here last night it was found that an aged and helpless Polish woman, apparently insane, was on board. She was conveyed into the station by Mr. Villeneuve, the watchman, who gave her a portion of his supper, and set about preparing a place for her to sleep. A charitable citizen in the neighborhood, however, heard of the matter, and had her conveyed to his house, where she was made comfortable for the night. She could not speak a word of English or French, but from one of the brakemen it was learned that she was put on the train at Ottawa by a policeman and another man, and left to shift for herself. This morning an interpreter was procured when it was ascertained that her name was Josephice Voudach, that she formerly lived on the Opeongo with her son, and that when she got her broke he abandoned her. The poor woman wanders very much in her talking, and her mind is evidently very much disordered. An information was late before the mayor this morning, and she would likely be committed to jail here for a while until some provision can be made for her. The overwhelming charity of the people of Ottawa in thus shipping off a crippled crazy woman among strangers and leaving her to her fate is certainly something for the inhabitants and the "Guardians of the peace" of that fair City to be proud of. Pembroke Standard.

08/08/1879 Renfrew Mercury

Canada Central

Pembroke

There was a very narrow escape from a serious and perhaps fatal accident, involving the loss of human lives, on the Canada Central Railway on Friday morning last, an all owing to the criminal carelessness of some workmen. As the morning express from here was passing the deep gully below? Renfrew, which is now being filled up, it came in contact with an immense iron plough of some hundred pounds weight which is used for unloading the cars on the works, and which projected some distance out over the track from the platform car on which it was standing. Fortunately, when the engine struck it, the speed of the train coming behind was sufficient to keep the plough from falling otherwise the train would have inevitably been thrown from the track, and in all probability into the gully below. As it was, the whole of the train was torn by the huge instrument and just as the last car passed, it fell with a tremendous crash right on to the track. We believe the guilty parties have been reported to headquarters, and very properly so. Pembroke Standard.

Wednesday was a red letter day at Aylmer, and it is only natural that it should be for the inhabitants saw the realization of a fond hope that they have nursed in their bosoms for a tenth of century. For a number of years Aylmer has been retrograding. With the construction of the Canada Central on the south shore of the river. She lost control of the great traffic of the upper Ottawa; and in a dozen other ways her trade has diminished down to very narrow dimensions. A new era has, however, dawned, and the silver lining of the dark cloud which has been hanging over her interests is gradually growing more distinct. The "snort of the iron horse" is now heard there and promises in the near future to revive business, and wake the people up from the lethargy which has characterized them of late. The town has now been placed on a line of railway which will doubtless some day form a branch of the great Canadian Pacific, for having extended their road so far, the Provincial Government, in order to secure a fair proportion of the trade of the Northwest, will in all probability continue it to Deep River. The importance of such a connection is quite obvious, and is well understood in the counties of Ottawa and Pontiac. But there is a special reason why the people of Aylmer felt that they should jubilate, a reason which towered above all others, and that was the fact that the North Shore Railway scheme had its origin among her people and was the outcome of a general meeting of the counties of Pontiac and Ottawa, held there nearly 10 years ago. Its consummation, in so far as that had at that time planned could not but create a spirit of enthusiasm and make them feel commercially speaking that they had been born again. Wednesday, therefore, having been named as the day on which the first passenger train would reach the town, the citizens immediately set to work to arrange a demonstration. They had very little time to work on, and everything had to be gotten up in a hurried manner, but notwithstanding, the affair was a grand success and did not appear at all as if it were impromptu. A committee composed of councillors and citizens was organized and invitations were issued to prominent men of the county who have always manifested a deep interest in the promotion of the scheme. Mr. Scott, General Superintendent of the Western Division of the QMO&O was telegraphed to and shortly before 3 o'clock arrived by special train, accompanied by several gentlemen from the city.

THE ARRIVAL

It is safe to say that the whole town and a sprinkling from the rural area were waiting at the depot, where for half an hour previous the Hull brass band entertained them with some lively airs. The ladies turned out in full force and seemed to enthuse as heartily as the "sterner" sex. By the way, speaking parenthetically, the town boasts of a plethora of female beauty. The train, at all events, arrived and as it did a cheer was sent up which showed that the hearts of the people were warm and their lungs strong. It was what they call

A ZULU CHEER

nine times nine and repeat. When order had been restored and the band had got through playing the opening selection, Mayor Gordon and members of the corporation welcomed Mr. Scott on behalf of the citizens. Miss Emma Murphy then advanced and presented that gentleman with an elegant bouquet of flowers. the graceful act being loudly applauded. Mr. Alonzo Wright M.P. then made a few remarks. After which a procession was formed, headed by the firemen and their engine and the band and escorted Mr. Scott and guests to Mrs. Richey's hotel where a meeting was organized.

(There then follows a detailed account of the guests and speeches.)

The meeting then retired to the dining room where Mr. Richey, who is a first class caterer, arranged a sumptuous feast. The table was beautifully decorated with flowers and the bill of fare was an extensive one. Mayor Gordon occupied the chair and conducted the ceremonies with the utmost success. After the cloth had been removed, the usual loyal toasts were proposed. The health of Mr. Scott and the Mayor and corporation of Aylmer were given three times three, after which Mr. Scott offered to run his special to Hull and back with as many citizens as it could accommodate.

THE TRIP

The offer was received favourably and about 100 ladies and gentlemen soon found their way to the depot. On their arrival, considerable excitement was occasioned by an alarm of fire, smoke having been observed issuing from the south west corner of the station platform. The planks were quickly pulled up and Mr. N.J. Conroy and the conductor, with two pails of water, quickly quenched the flames. The train whistled at 6.45 p.m. and made the run to Hull in about 20 minutes, returning at about 7.20 p.m.

TORCHLIGHT PROCESSION

The next item on the programme was a torchlight procession under the direction of the fire brigade. At dark the torches were ignited and the town paraded. It was a grand success and passed off without accident.

THE BALL

This was followed by a ball in Mr. Richey's hall. There were nearly 100 couples present and they certainly did dance until "the wee small hours", it being 3 o'clock before the musicians were allowed to take their departure. It was a very general remark, that although the ball like the other part of the programme had been gotten up in a hurry, there never was a more successful affair of the kind witnessed in the town. At midnight a cold collation was served up by Mr. Richey and discussed with a good deal of energy.

Aylmer people are happy. They have secured "the missing link" and now have railway connection with the outside world. The first train ran through on Wednesday afternoon, and of course the citizens of "ye ancient town" demonstrated. Invitations to be present had been extended to quite a number of gentlemen in this city, but through some oversight, no arrangements had been made for a special train from Hull to Aylmer, so the number who responded was limited, private conveyances being brought into requisition. However, when the train - consisting of engine and tender, baggage car and a first class car - was ready to start for the present terminus, the gentlemen invited to visit Aylmer, who happened to be present, were taken on board. It may here be mentioned that the engine and cars forming the train were all of Canadian manufacture and equal to those of foreign make.

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Shortly after three o'clock the train came dashing in and drew up at the station, which is located close beside the road leading to the wharf.

More - speeches, attendance etc.

The special train was run down to Hull and back, carrying as many of the Aylmerites as could get on board. Just as the train was ready to start, some excitement was created at the station by the cry of "Fire!" smoke being seen issuing through the platform at one corner of the station. A quick supply of water prevented any damage. The fire had started in a pile of shavings and refuse at the corner of the building, under the platform, and looked as though it might have been started by a pipe or cigar. The train made the run from Aylmer to Hull (seven miles) in 23 minutes, going slowly shortly after starting in order to scare some cows off the track. The fences are bad in the vicinity of Aylmer, and the prospect for plenty of mince meat is good. The road, considering that it has not been ballasted, is very smooth. The crowd on board enjoyed the trip very much, but the young man who was pitched off at Aylmer had his nose badly bruised, was mad enough to rip up half a mile of railway track.

Torchlight procession etc.

The QMO&O and the Union Forwarding Company will run cheap Saturday afternoon excursions to the Chat's Rapids, commencing a week from tomorrow. The excursionists will go by rail to Aylmer and by boat the rest of the distance.

The fare to Aylmer by the QMO&O Railway is 25 cents, return tickets being issued for 50 cents.

Leave Aylmer 8.00 a.m. Arrive Aylmer 10.10 p.m.

The new time table of the Quebec, Montreal, Ottawa and Occidental Railway contains the two stations of Aylmer and Belmont. The former is 7½ miles from Hull and the latter 4¾ miles.

13/08/1879 Ottawa Citizen Aylmer branch Aylmer

Grand Excursion to Aylmer and up Deschene Lake via QMO&O R'y and steamer Jessie Cassels.
First excursion over the new Aylmer branch.

A special opportunity to visit Aylmer and enjoy the beautiful scenery of Deschene Lake.
Return trip only 50 cts.

A special excursion will leave Hull Depot at 2.30 p.m. Saturday August 18th arriving Aylmer at 2.50 p.m. connecting with the splendid steamer Jessie Cassels, leaving Aylmer Wharf at 3.00 p.m. for a three hour cruise on Deschene Lake, the scenery on which is acknowledged to be the finest on the Upper Ottawa. A string band will accompany the excursionists so that dancing may be enjoyed aboard the steamer. Steamer will return to Aylmer at 6.00 p.m. and train will leave at 6.30 p.m. arriving at Hull at 6.50 p.m. Excursion tickets to Aylmer on this occasion will be issued at 25 cts. for the return trip and valid to return by morning train on Monday.

14/08/1879 Ottawa Citizen Aylmer branch Aylmer

The first carload of lumber was sent from the Aylmer mills yesterday by the QMO&O R.

14/08/1879 Ottawa Citizen Aylmer branch

In return for the compliment paid the General Superintendent of the QMO&O Railway by the citizens of Aylmer, that gentleman has organized a free excursion from Aylmer to Montreal, to take place either on Monday or Tuesday next. Some three hundred invitations have been issued. The excursionists leave at 7 o'clock in the morning returning the same evening.

15/08/1879 Almonte Gazette QMO&O Aylmer

FIRST TRAIN - On Wednesday last the first regular train in the Q.M.O. & O. Railway arrived at Aylmer, carrying a large number of visitors. A banquet was given by the town, at which a large number of persons were present, and some big speeches were made. The fare from Hull has been fixed at the small sum of 25 cents.

15/08/1879 Ottawa Citizen Aylmer branch Aylmer

That Free Excursion. The free excursion from Aylmer to Montreal and return on the QMO&O Railway has been fixed for Tuesday next. Some five hundred persons are expected to accept the kind invitation of Mr. Scott the energetic General Superintendent.

15/08/1879 Renfrew Mercury Aylmer branch Aylmer

The completion of our railway from Hull to Aylmer which we have been looking for, was completed on Monday evening last, and the shrill whistle was heard for the first time in our ancient village. The station is a very nice little one, and quite commodious enough for the amount of business at present. Aylmer Times.

15/08/1879 Ottawa Free Press Aylmer branch Aylmer

Mr. Gundlack is station master at the Aylmer depot of the Q.M.O. & O. R.R.

A turning table and car shed for the Q.M.O. & O. R.R. are being constructed at Aylmer. The turning table will probably be finished this evening.

15/08/1879 Perth Courier Canada Central

Mr. James Worthington, contractor for the Canada Central R. R. Extension, returned to Ottawa a few days ago from a trip up the line. He says that the engineering for the whole line has been nearly completed; that the line has been cleared to Rockcliffe, 55 miles from Pembroke; that the grading of the line has been completed for 44 miles, the rails laid for a little over 30 miles, and about 20 miles ballasted. Two locomotives and 35 cars are used on the work, and employment given to 500 men. The contract will be finished by the Fall of 1880.

16/08/1879 Ottawa Citizen Aylmer branch Aylmer

A turning table is being constructed at the Aylmer depot of the QMO&O.

18/08/1879 Ottawa Free Press QMO&O Chaudiere bridge

Mr. Charles E. Dilkes of Philadelphia is in the city for the purpose of arranging for the transport of the iron superstructure of the Chaudiere railway bridge, the contract for which was secured by Clarke, Reeves & Co. of Philadelphia. The superstructure is to be delivered here in September, the bridge to be fully completed in the month of December. The work on the bridge is being pushed forward rapidly by the contractor, Mr. Beemer.

19/08/1879 Ottawa Free Press QMO&O Chaudiere bridge

The iron superstructure of the Chaudiere railway bridge will likely be brought from Philadelphia by way of Montreal. This will enable the contractors to land the iron right at the bridge and no wagon transport will be necessary.

20/08/1879 Ottawa Free Press QMO&O

The free excursion train from Aylmer to Montreal yesterday consisted of nine passenger cars with engine and tender.

20/08/1879 Ottawa Citizen Aylmer branch Aylmer

The free excursion from Aylmer to Montreal yesterday was a success. Some 580 persons took advantage of it and when they returned, shortly after midnight, voted Mr. Scott, the gentlemanly superintendent of the western section of the QMO&O a right jolly good fellow. A pleasant day was spent.

22/08/1879 Renfrew Mercury Canada Central

One of the box cars of the Western Extension construction train left the rails near Thistle's Lumber yard on Tuesday evening. Fortunately the engine was being slowed up at the time, and no damages were occasioned by the mishap.

25/08/1879 Ottawa Free Press St. Lawrence and Ottawa Billings

The St.L. & O. R.R. authorities are engaged extending the siding and otherwise improving the station and grounds to be used by the exhibitors at the forthcoming Dominion Exhibition. The station is within half a mile of the grounds, and it is intended to furnish such facilities as will make it convenient to unload everything intended for the exhibition.

25/08/1879 Ottawa Free Press St. Lawrence and Ottawa Prescott

The St.L. & O.R.R. authorities are about rebuilding and extending their docks at Prescott.

27/08/1879 Ottawa Citizen QMO&O Ottawa, Broad Street

The city passenger depot of the QMO&O will be erected at the foot of Queen Street in conjunction with the Canada Central.

28/08/1879 Ottawa Free Press Aylmer branch Aylmer

The engine and car shed for the Q.M.O. & O. R.R. at Aylmer will be completed tomorrow.

29/08/1879 Almonte Gazette Canada Central Renfrew

FIGHTING AN ENGINE - Thomas Birob of Ottawa, was brought home on Saturday from Renfrew, where he had been knocked down by the train in the Canada Central the previous evening and seriously injured. Birob was drunk, and would not get off the track, insisting on fighting the engine. The engine could not be stopped in time to prevent striking him, and he was knocked down an embankment.

05/09/1879 Ottawa Free Press Aylmer branch Aylmer

Aylmer begins to feel big since she got the Q.M.O. & O. R.R. She is not satisfied with one train each way per day, but would like to have two with an extra one during the time the courts are meeting.

THE WESTERN EXTENSION on Thursday last we went on a flying visit to the portion of the western extension of the Canada Central now constructed, and extending from Pembroke to "Baisley's station," a distance of 27 miles. The track was then actually laid a few miles further, but we were unable to go up to the end and at the same time ensure our return that evening. We left here at 6:30 a.m. in the van, a comfortably seated car, and after a pleasant time of about half an hour over a splendid piece of road we arrived at Petewawa bridge, where we had a delay of some time. This bridge, though small, is an admirable piece of workmanship, being constructed of iron in tubular shape, over two strong abutments. We were soon on the way again, and though the road was now somewhat rougher, we made very good time to Chalk River, which is spanned by a substantial looking wooden bridge. Shortly after we arrived at Chalk River Station, twenty miles from Pembroke, where a store is kept for the contractors by a Mr. Fournier, formerly of Montreal. We here changed our means of conveyance, and under the guidance of Mr. Geo. Bourret, mounted a platform car, which took us to Baisley's station. From here we immediately returned to Chalk River, where we were the guests of Mr. Fournier, he having kindly allowed us the use of the room over his store to spread a frugal table, and to sleep during the ensuing heavy rain. At 5:50 p.m. the train returned for us, and we reached home about 7:30. The whole country through which we passed after leaving Petewawa seemed to be terribly rough and hopelessly barren, so that even the advent of the iron horse would not likely bring settlers to that locality - Standard.

05/09/1879 *Almonte Gazette**Canada Central*

The sale of the Canada Central Railway to McIntyre & Worthington has not yet been accomplished. But as the trustees of the late Mr. Bolckow, the English capitalist who had a controlling interest in the road, are anxious to wind up the estate, the transfer will probably be made before long.

05/09/1879 *Almonte Gazette**Canada Central*

ACCIDENT. - on Monday last a German named Charles Fogel, employed on the railway works at Moore's Lake, met with a severe accident. He was engaged carrying cartridges and depositing them in the magazine, when one of the cartridges exploded, taking off the thumb and finger of one hand, as well as a finger nail, and injuring one of his eyebrows. He had to walk eight miles, and then medical attention had to be procured from Pembroke. Upon the Dr. arriving, the man's wounds were dressed and he is now doing well. The man bore the painful operation with great fortitude and courage - Observer.

05/09/1879 *Almonte Gazette**Canada Central**Brockville*

MAN KILLED ON THE CANADA CENTRAL.- On Wednesday morning about 7 o'clock the section men on the Canada Central Railway found the body of a man named Johnston lying on the track about three miles north of Brockville. Johnston lives in the country, and it is supposed that, while on his way home Tuesday night, he was run down and killed by a passing train. It is reported that Johnston was under the influence of liquor. An inquest was held but we did not learn the verdict. One report said that the unfortunate man's head was cut completely off.

10/09/1879 *Ottawa Free Press**St. Lawrence and Ottawa**Billings*

The St.L. & O. R.R. exhibition station. The sidings and station buildings at Exhibition Landing, St.L. & O.R.R. are now about completed. They are sufficiently extensive to accommodate all probable exhibitors, and the nearness of the station, about 3/4 of a mile to the exhibition grounds, will reduce the care and anxiety of exhibitors to a minimum.

11/09/1879 *Ottawa Citizen**QMO&O*

Mr. Gibson is proceeding well with the ballasting of the QMO&O east of Montebello.

12/09/1879 *Almonte Gazette**Eganville**Eganville*

A RAILWAY WANTED.- the thriving village of Eganville wants railway communication with the outside world. The last Enterprise says: "We do not hear anything yet of a movement to connect Eganville and the interior by rail with the C. C. at Cobden or elsewhere. It is a thing not only very much needed, but one which would be so easy of accomplishment, and of such comparatively trifling cost, that we wonder our prominent businessmen are not taking some steps in that direction. The rear of the Counties of Renfrew, Hastings and Addington will never be much as an agricultural country until communication by rail with the front is established through them. A cheap narrow gauge railway would answer every purpose for the present, and we are confident that a suitable and not very expensive route could be found for one from here to Combermere, and thence to meet the lines from the St. Lawrence. The Toronto and Nipissing RR, with narrow gauge and small, light carriages, would be a good model for the purpose, and we earnestly hope to hear soon of some steps being taken to secure this desirable means of opening up the country to reward the exertions of our struggling farmers, and increase the influx of well to do settlers. A local members should be able to obtain a grant for it from Government as a colonization railroad. Will they not move in the matter? A hasty exploratory survey might be made cheaply, and an idea thus formed of the approximate cost. Without it there can be little prospect of profitable farming here, save in the way of stock raising and wool growing, to which in the meantime we would advise our farmers to direct to their energies as quickly as possible, as the demand for wheat and wool will be sure and continued."

12/09/1879 *Almonte Gazette**St. Lawrence and Ottawa*

ACCIDENT.- a sad accident occurred about four miles from here on Friday last. Mr. John Carmichael, a respectable farmer residing about three miles east from here was at Kemptville, and was drinking until he had become very much intoxicated. He then started for home, following the St. L. & O. R. R. track. When he had gone about 2½ miles he, feeling wearied, resolved to lie down and rest, and did so close to the track. When the 12 o'clock p.m. train, going from Ottawa to Prescott, startled him out of his sleep, he rose up and threw his legs over the rails just in time for the train to pass over them, severing them below the knee. He remained unconscious until about noon the next day, and died during the afternoon. He leaves a wife and family to mourn his loss, who will have the sympathy of the whole community. The above case should be a warning to everyone especially to those addicted to strong drink.

19/09/1879 *Renfrew Mercury**Canada Central*

The work of filling in the trestle bridges on the C.C.R.R over the gullies near Russell's station and at Castleford will probably be finished by the end of this month. Mr. Munro finished the masonry work for the culverts on Saturday last, - the work being done to the entire satisfaction of the engineer who inspected it; and its appearance is also spoken of approvingly by others who have seen it.

26/09/1879 *Almonte Gazette**Canada Central*

CANADA CENTRAL RAILWAY - a despatch to the daily papers says a meeting of the shareholders of the Canada Central Railway was held in Brockville last Wednesday to consider the sale of the railroad to Messrs. Worthington and McIntyre. The postponement for a fortnight was made without anything being done. The transaction was such a large one, and there are so many interests concerned, that it takes time to perfect arrangements.

27/09/1879 *Ottawa Citizen**Ottawa Terminal*

36,000 people visited the exhibition. 22,400 arrived by rail.

30/09/1879 *Ottawa Free Press**QMO&O**Chaudiere bridge*

This morning a little girl was struck by a gravel train on the C.C.R.R. (used for the purposes of the new railroad bridge) near Skeads Mills and considerably injured. --

02/10/1879 *Ottawa Free Press**QMO&O**Chaudiere bridge*

The city has entered a protest against the construction by the Quebec government of a solid embankment from the north abutment of the Q.M.O. & O. R.R. bridge to the C.C. R.R. track. The objection is made on the ground that the construction of such an embankment would make a pool of stagnant water which would find its way into the water works main.

02/10/1879 *Ottawa Citizen**QMO&O**Chaudiere*

The Corporation of the City of Ottawa have entered a protest against the construction by the Quebec Government of a solid embankment from the south abutment of the QMO&O Railway bridge at the Chaudiere to the connection of the Canada Central Railway as it would make a pool of stagnant water which would find its way into the waterworks main, impairing thereby the purity of the supply for the city.

03/10/1879 *Ottawa Citizen* *Canada Central*

For some time past negotiations have been pending between Messrs. Worthington & McIntyre and the Canada Central Railway Company in reference to the purchase of the road by them. Several meetings have been held in this respect, but nothing definite could be decided upon. The matter, however, has been definitely settled and Worthington and McIntyre take control of the road tomorrow.

03/10/1879 *Ottawa Free Press* *Toronto and Ottawa*

Report of mass meeting on the Toronto and Ottawa scheme.

03/10/1879 *Kingston Daily British Whi* *Canada Central*

Brockville

Sale of the Canada Central Railway

Brockville, Oct. 2. - for some time past negotiations have been pending between Messrs. Worthington and McIntyre of Montreal, and the Canadian [sic] Central Railway company, in reference to purchase of the road by them. Several meetings have been held in this respect, but nothing definite could be decided upon. The matter, however has been satisfactorily settled and Messrs. Worthington and McIntyre take control of the road tomorrow.

04/10/1879 *Ottawa Citizen* *Toronto and Ottawa*

Meeting in City of Ottawa regarding by-law authorizing a bonus to the Toronto and Ottawa Railway

04/10/1879 *Ottawa Citizen* *Canada Central*

Bush Fires - Extensive bush fires are raging on the line of the Canada Central Railway between Ashland [sic Ashton?] and Stittsville. Very little damage to property has as yet resulted.

04/10/1879 *Ottawa Citizen* *Canada Central* *Gauge change*

The new proprietors of the Canada Central will shortly introduce the narrow gauge on their line.

09/10/1879 *Ottawa Free Press* *Canada Central* *Gauge change*

The new proprietors of the Canada Central Railway intend changing the gauge of the road. Mr. Worthington stated, while in the city the other day, that a portion of the work would probably be done this fall.

10/10/1879 *Renfrew Mercury* *Canada Central* *Gauge change*

A statement was prematurely made a few weeks since that the contemplated sale of the C.C. Railway to Messrs. Worthington & McIntyre had been actually effected; but it appears that the transfer of the road was not finally completed until Wednesday of this week, when, according to a despatch from Brockville, Mr. J.G. Richardson, president, was to resign, and Mr. Wm. Cassills, of Montreal, was to be appointed in his place. The road is to be changed to a narrow gauge at an early date. It is understood that the price paid by Worthington & McIntyre is \$2,500,000 - \$750,000 down. It is stated that the bonds are endorsed by the Dominion Government.

10/10/1879 *Almonte Gazette* *Canada Central*

THE RAILWAY - The Canada Central Railway has passed into the hands of Messrs. McIntyre and Worthington, who assumed control of the road last week. It has been stated that no change in the staff is contemplated at present.

11/10/1879 *Montreal Daily Witness* *Toronto and Ottawa* *Perth*

Yesterday the Lanark County Council gave two readings to the by-law granting a bonus of \$75,000 to the Toronto and Ottawa Railway on the route via Perth and ordered the same be submitted to the ratepayers on the 17th November. The group is somewhat larger than before, taking in the whole of the Townships of bathurst and Drummond with South Sherbrooke, Burgess, Elmsley, eight concessions of Elmsley and three of Montague. The last by-law was carried by 803 to 253. About 150 more votes are added to this group.

17/10/1879 *Almonte Gazette* *Toronto and Ottawa*

T & O Railway

Petitions from a number of ratepayers respectively in Drummond, Bathurst, North Elmsley, North Burgess, South Sherbrooke, Montague and Beckwith praying the council to submit a bylaw to the ratepayers in said municipalities, or such part of them as are indicated therein, providing for a grant by way of bonus, of the sum of \$75,000, from said group to the Toronto and Ottawa Railway Company, conditionally to the road being built via Perth.

Mr. Lees moved, seconded by Mr. Hands, that the following be a committee to report on the railway petitions before council: Messrs. Byrne, Drummond, Frost, Hands and Patterson.

Mr. Lees stated the object was to see that the bylaw was properly and legally drawn according to the petitions presented.

18/10/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Should the present weather continue. Mr. Beemer, contractor for the Chaudiere Bridge, should have no difficulty in completing the work this fall. Three hundred carloads of earth containing eleven yards in each, are dumped daily into the space between the C.C.R.R. track and the river.

23/10/1879 *Ottawa Citizen* *Canada Central*

\$1,250,000 is said to be the sum paid for the Canada Central Railway.

24/10/1879 *Renfrew Mercury* *Canada Central* *Gauge change*

Mr. Worthington was in Renfrew towards the end of last week, and spent some hours in inspecting the station grounds, for the purpose of making such improvements as will facilitate business at this point.

The old siding to Halpenny's shed, on the village side of the track, has been replaced. This will be a convenience long sought for by the merchants here, as hitherto the arrangements for loading and unloading cars have been very unsatisfactory. - It is further proposed to put a turning table at the spot from which the former one was removed, but the Sandpoint turning table will be left for use there.

The unusual amount of business now doing at this station renders these improvements both necessary and desirable. The people of Renfrew have long been promised a decent station building here, and it is hoped that even yet, this Fall, a neat brick Station building will be seen on the village side of the track.

We are informed, also that the Company propose early in the next month to change the gauge from Pembroke to Renfrew, so that the two engines and the rolling stock on the Western Extension can be utilized during the winter months; and that early in the spring the gauge will be changed throughout the length of the road. The present morning train from Brockville, instead of stopping at Sandpoint as at present, will be run through to Renfrew, where passengers for Pembroke will change cars, and proceed at once, to arrive there about 4 p.m. This is a move in the right direction, which will be duly appreciated by the travelling public.

04/11/1879 *Ottawa Free Press* *Aylmer branch*

Yesterday afternoon the baggage car attached to the Aylmer train on the Q.M.O. & O. R.R., caught fire and the flames were not extinguished before the pump house in Hull was reached. The damage will not be great.

05/11/1879 *Ottawa Citizen* *Aylmer branch* *Aylmer*

A gang of men are at present ballasting the Aylmer extension of the QMO&O Railway.

07/11/1879 *Almonte Gazette* *Canada Central* *Carleton Place*

ACCIDENT - On Wednesday morning last, about nine o'clock, a freight train came to the junction, and while one of the brakemen was coupling two cars, he met with a serious accident. He was reaching across to put down the bolt, when the two cars came together with a crash, catching the man's arm and smashing it in a terrible state. Dr. Preston was immediately sent for, but could not dress the injured limb, for it was impossible. He was taken to his home at Sand Point, and it is thought that it will have to be amputated.. His name is not known, but we believe he is an Indian. - C.P. Herald.

07/11/1879 *Ottawa Free Press* *QMO&O*

Coburg World. Mr. Crossen of Coburg has secured contracts for building of cars - two second class passenger cars for the Q.M.O. & O. Railway, by order of the Quebec government.

07/11/1879 *Ottawa Free Press* *Canada Central*

Coburg World. Mr. Crossen of Coburg has secured contracts for building of cars - a whole train of cars, comprising a first class car, second class car, smoking car and mail express for the Canada Central Railway and the list winds up with 200 freight cars - 50 box and 50 flats - also for the Canada Central.

07/11/1879 *Almonte Gazette* *QMO&O* *Buckingham*

NARROW ESCAPE - A collision between a freight train and the morning express on the Occidental railway was narrowly avoided at Buckingham on Saturday last. The people at the station heard the trains coming, and was horror struck as they saw them closing in together on one track at a rapid rate. A terrific collision seemed imminent, but the engineers, as quick as possible, when they saw the danger prevented what might have been a serious accident. As it was, the engines almost rouched each other. When they came to a stand, a man could barely pass his hand between the points of the cow catchers.

07/11/1879 *Almonte Gazette* *Canada Central* *Arnprior*

Mr. A.J. Campbell, Arnprior, is erecting a storehouse for grain at the railway station.

14/11/1879 *Renfrew Mercury* *Canada Central* *Renfrew Gauge change*

The foundation is about completed for the new engine house which will be large enough to hold three engines at one time. The turning table, instead of being replaced at the former point, is being erected on the site where Halpenny's smaller shed stood, on the village side of the track. Further east, a tank of large dimensions is being constructed, and it is proposed to erect a wind mill for pumping the water to the road. The change of gauge to Pembroke will not be made until these improvements are completed, probably by the end of the month. The street leading from the Ottawa Hotel to the track, instead of diverging to the left, will cross the track, between the present station building and the long shed; a great improvement on former arrangements for delivering or receiving freight.

14/11/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

At the Chaudiere station of the St. Lawrence and Ottawa Railway are to be seen daily cars belonging to four of the American railroads, which are being loaded with lumber for the other side. Owing to the high rates by water a good deal of lumber is being shipped by rail this fall.

18/11/1879 *Ottawa Free Press* *Toronto and Ottawa* *Perth*

Perth, November 17. - The Toronto and Ottawa Railway bonus by lay was carried here today by a majority of 200.

20/11/1879 *Ottawa Free Press* *Canada Central* *Brockville*

During the past and present weeks new rails of the best quality have been put down on a long stretch of the Canada Central at the Brockville end.

21/11/1879 *Renfrew Mercury* *Canada Central* *Gauge change*

Messrs. Thomas and H.R. Ridout, Government engineers, arrived last night at the Metropolitan Hotel from Ottawa to inspect the work done on the Canada Central Extension. - The Canada Central authorities have commenced sending their rolling stock to Kingston for change of gauge. Mo. 11 engine was despatched last week and No. 1 will follow this week. Pembroke Standard.

21/11/1879 *Kingston Daily British Whi* *Canada Central*

Change of Gauge

The Ottawa Herald says Messrs. Thomas and H.R. Ridout, Government engineers, are inspecting the work done on the Canada Central extension. The Canada Central railway authorities are beginning to send their rolling stock to Kingston for change of gauge. A locomotive was sent last week and another will follow in a day or two

28/11/1879 *Renfrew Mercury* *Canada Central*

The Canada Central Railroad Company are having built at Coburg, several first class, second class, smoking and express cars, besides fifty box and fifty flat cars.

28/11/1879 *Kingston Daily British Whi* *Canada Central*

Repairs

Engines Nos. 1 and 11 of the Canada Central Railway, are in Kingston. They straddled too much to work harmoniously on the narrow gauge, and they are in the city to have their legs drawn a little closer together by the aid of machinery.

05/12/1879 *Renfrew Mercury* *Canada Central* *Gauge change*

We learn from a private correspondent that on Thursday of last week one of the engines used on the ballasting train of the Western Extension, being without either the engineer or fireman in charge of it, by some as yet unexplained cause, was started off. The engine ran with great speed about two miles into the gravel pit where several of the men narrowly escaped injury. The locomotive dashed into the cars on the track, damaging them, and then running into the bank, upset. The engine will have to be sent to the locomotive works for repairs. The loss will probably amount to several thousand dollars. An investigation will be made by the owners of the road, and the parties whose negligence caused the accident, will be made to bear the consequence of their carelessness.

Owing to the damage to one of the engines used on the Western Extension Construction, it is probable that the change of gauge of the line from this place to Pembroke will be indefinitely delayed. However, as soon as the necessary buildings, turning table &c., now in course of erection are sufficiently completed that they can be used, the contemplated changes in the running of trains to this village will be carried into fact. By this change, mails and passengers will reach Renfrew early in the afternoon. Already we hear of applications being made to secure dwellings by those employed on the trains; and no doubt this change will be beneficial to Renfrew in more ways than in the accommodation afforded to the public in running the trains direct to Renfrew, instead of Sandpoint as at present. We may also state that Mr. Baker visited Renfrew on Wednesday, for the purpose of inspecting the improvements now going on about the station, and was apparently satisfied with the progress made by the men employed on the different works.

05/12/1879 *Ottawa Free Press* *Canada Central*

The Canada Central Workshops.

That conservative banquet would scarcely have agreed with the Central Canadian man, for he breaks out as follows in regard to the Canada Central workshops: "Jealousy is the root of such meanness. No sooner do the towns and villages on the Canada Central perceive the effort of Carleton Place to secure a home here for the Canada Central Workshops, than sprout up and make a great show of mouth and hands in order to arrest the attention of Messrs. Worthington & McIntyre. Pembroke and Arnprior have actually held public meetings, and passed resolutions and appointed committees. Renfrew and Almonte are slowly extending their eyes as if they too, perceived a glimmering hope. And last of all comes the elephant, Ottawa, with a tread so loud as to drown the noise of all the other places. It is safe to say that none of these places would ever have dreamed of such an enterprise if Carleton Place had not first placed the dainty food into their stomachs. If there should be any plan to which we should bow the knee as possessing claim ahead of us, it would be to Pembroke, on account of its probable centrality, but a junction is always an important place and we think that Messrs. Worthington & McIntyre, from a business standpoint, recognize the value of our distance from Brockville and Ottawa, and the certainty that the coming T. & O. Railway will anchor here and will share with them to some extent in maintaining the workshops. The fact that efforts are being made to secure those Workshops shows the flimsiness of their foundations at Brockville, and the certainty they will be removed to the other place.

06/12/1879 *Ottawa Citizen* *Canada Central* *Gauge change*

Renfrew Mercury - Owing to the damage to one of the engines used on the Western Extension Construction, it is probable that the change of gauge on the line from this place to Pembroke may be indefinitely delayed. However, as soon as the necessary buildings, turntables &c. now in course of erection are sufficiently completed that they can be used, the contemplated change in the running of trains to this village will be carried into effect. By this change mails and passengers will reach Renfrew early in the afternoon. Already we hear of applications being made to secure dwellings by those employed on the trains and no doubt this change will be beneficial to Renfrew in more ways than the accommodation afforded to the public in the running of trains direct to Renfrew. We may also state that Mr. Baker visited Renfrew on Wednesday for the purpose of inspecting the improvements now going on about the station, and was apparently satisfied with the progress of the men employed at the different works.

08/12/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

A man employed on the new railway bridge at the Chaudiere had a narrow escape from being drowned recently. He fell from the top of the pier into the water, a distance of about 25 feet. He was fished out by his companions more scared than hurt.

10/12/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The work of construction of the new railway bridge above the Chaudiere is steadily approaching completion. There are in all eleven piers, and nine of these are already completed. The four abutments are also finished, with the exception of the coping which has not been laid yet. The contractor expects to be able to continue operations until about the middle of January. The approaches at both ends are completed.

10/12/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

A barge loaded with clay and having 35 men on board was towed by the Chaudiere Bridge tug to pier no. 5 yesterday. The usual practice is for the tug to go a little above the pier, cast the barge loose and let it drop down to the pile, when it is snubbed. This was done yesterday, but the line fell short of the pier and the barge drifted towards the falls. The tug immediately backed but was soon aground and the men in the barge felt anything but comfortable, for every moment they were approaching nearer the cataract. A row boat was manned and put off to their relief, the rope being carried to the tug by this means just in time to save the barge and its crew from going into the Big Kettle.

10/12/1879 *Ottawa Citizen* *Canada Central* *Gauge change*

Mr. McKinnon, Superintendent of the Canada Central Railway was in the City yesterday. He stated that the change of gauge of the line will be made in the early part of next spring and that the rolling stock is now being made for that purpose. The new gauge will be the same as that of the Grand Trunk.

10/12/1879 *Ottawa Citizen* *Canada Central*

The accident on the Canada Central extension which occurred near Des Joachims, has thrown about 150 men out of employment. An investigation into the cause of the accident which was first thought to have been accidental, has convinced the railway authorities that it was the work of some miscreant who opened the throttle of the engine whilst the laborers were at dinner. It has also been learned that a man was seen running away from the spot where the engine was standing. It is to be hoped that efforts now being made to discover the perpetrator of the deed will be successful.

11/12/1879 *Ottawa Free Press* *Canada Central* *Sand Point water*

The Canada Central Railway have constructed a new water tank at Sand Point. The water is pumped from the lake by a powerful engine.

12/12/1879 *Renfrew Mercury* *Canada Central* *Gauge change*

Between two and three hundred navvies working on the Western Extension above this town, were paid off Wednesday last by the contractors. This is bad time to be thrown out of work, and, as may be supposed, some of the poor fellows are pretty hard up. The dismissal at this time is not, we believe, because of a decision on the part of Messrs. McIntyre and Worthington to permanently curtail their staff but is mainly a result of the smash up of their construction engine on the Extension last week. Until a new engine replaces the one destroyed, the discharged men could not be employed to advantage on the works. *Pembroke Observer.*

14/12/1879 *Ottawa Free Press* *QMO&O* *Hull*

It is said that the Q.M.O. & O. R.R. propose to extend switches to the different lumber yards in Hull and vicinity, and also to make a connection with the Baldwin iron mines.

16/12/1879 *Ottawa Free Press* *Canada Central*

The special train between Brockville and Ottawa which was to have been running on the 15th inst., will not be ready before the first of January. The delay has been caused by the car shops, where the new cars are building. The evening train will then arrive at 6.20.

19/12/1879 *Kingston Daily British Whi* *Canada Central*

Amalgamation

In the Ottawa telegram it is stated that there is talk of an amalgamation of the Canada Central and Kingston and Pembroke Railway. Is there any foundation for the statement?

19/12/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Mr. Beemer, contractor for the railroad bridge, has received word from the Quebec government to push the work on the new bridge and consequently the operations will proceed.

19/12/1879 *Renfrew Mercury* *Canada Central*

Hard on the navvies - Worthington paid the fare to Ottawa of laid off men --

22/12/1879 *Kingston Daily British Whi* *Canada Central*

K. & P. RR.

We are informed by one who ought to know that there is no truth in the statement that negotiations are pending for the amalgamation of the Canada Central and K. & P. RR.

25/12/1879 *Ottawa Citizen* *St. Lawrence and Ottawa* *coal*

There are at the St. L&O Railway depot ten dump cars loaded with coal for McRae, Ahearn & Co. These cars are the first of the kind that have arrived in Ottawa and came through the mines of the Delaware and Lackawanna Coal Co.