

# Local Railway Items from Ottawa Papers - 1879

**Friday 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.

**Friday 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.

**Monday 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.

**Thursday 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.

**Thursday 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.

**Wednesday 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.

**Saturday 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.

**Friday 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.

**Tuesday 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.

**Tuesday 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.

**Friday 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.

**Saturday 29/03/1879 Montreal Gazette QMO&O Prince of Wales bridge**

<http://news.google.ca/newspapers?id=3iMiAAAIBAJ&sjid=0n0FAAAAIBAJ&dq=intercolonial%20halifax%20terminus&pg=3040%2C3901894>

**Friday 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.

**Tuesday 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.

**Thursday 03/04/1879 Ottawa Free Press Canada Central**

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

**Friday 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.

**Friday 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.

**Tuesday 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.

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

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

**Saturday 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.

**Thursday 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.

**Thursday 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.

**Friday 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.

**Monday 28/04/1879 Ottawa Free Press QMO&O Chaudiere bridge**

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

**Monday 28/04/1879 Ottawa Citizen QMO&O Chaudiere bridge**

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

**Wednesday 30/04/1879 Ottawa Citizen Canada Central Pembroke**

Work is rapidly being 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 construction 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.

**Friday 02/05/1879 Renfrew Mercury Canada Central Pembroke**

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.

**Saturday 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.

**Monday 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.

**Wednesday 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.

**Tuesday 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.

**Tuesday 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.

**Tuesday 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.

**Tuesday 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.

**Friday 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.

**Friday 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 Petewawa 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.

**Tuesday 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.

**Wednesday 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.

**Thursday 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.

**Thursday 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.

**Saturday 31/05/1879 Ottawa Citizen QMO&O**  
The employees of the QM&O Ry have received their summer uniforms of dark blue cloth.

**Tuesday 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 diem.

**Wednesday 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.

**Wednesday 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.

**Thursday 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.

**Friday 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.

**Saturday 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.

**Saturday 07/06/1879 Ottawa Citizen QMO&O Chaudiere bridge**  
The men employed on the Chaudiere railway bridge are still on strike.

**Monday 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.

**Tuesday 10/06/1879 Ottawa Free Press QMO&O**  
Inauguration of the Palace car system - article.

*Wednesday 11/06/1879 Ottawa Citizen QMO&O*

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.

**Thursday 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.

**Saturday 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.

**Monday 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.

**Friday 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.

**Wednesday 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.

**Thursday 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.

**Thursday 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.

**Friday 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.

**Monday 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.

**Wednesday 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.

**Wednesday 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.

**Friday 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.

**Monday 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.

**Saturday 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.

**Monday 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.

**Friday 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.

**Saturday 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.

**Wednesday 30/07/1879 Ottawa Free Press Toronto and Ottawa**  
Meeting at city hall - scheme endorsed - full account.

**Wednesday 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.

**Saturday 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.

**Saturday 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.

**Tuesday 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.

*Wednesday 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.

*Wednesday 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.

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

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.

*Friday 08/08/1879 Ottawa Citizen Aylmer branch Aylmer*

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.

*Friday 08/08/1879 Ottawa Citizen Aylmer branch Aylmer*

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.

*Friday 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.

*Saturday 09/08/1879 Ottawa Citizen Aylmer branch Aylmer*

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.

*Thursday 12/08/1879 Ottawa Free Press Aylmer branch*

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.



**Wednesday 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.

**Thursday 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.

**Thursday 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.

**Friday 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.

**Friday 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.

**Friday 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.

**Saturday 16/08/1879 Ottawa Citizen Aylmer branch Aylmer**

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

**Monday 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.

**Tuesday 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.

**Wednesday 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.

**Wednesday 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

**Friday 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.

**Monday 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.

**Monday 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.

**Wednesday 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.

**Thursday 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.

**Friday 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.

**Wednesday 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.

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

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

**Friday 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.

**Saturday 27/09/1879 Ottawa Citizen**  
36,000 people visited the exhibition. 22,400 arrived by rail.

**Tuesday 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. --

**Thursday 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.

**Thursday 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.

**Friday 03/10/1879 Ottawa Free Press Toronto and Ottawa**  
Report of mass meeting on the Toronto and Ottawa scheme.

**Friday 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.

**Saturday 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.

**Thursday 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.

**Friday 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. Cassils, 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.

**Saturday 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.

**Thursday 23/10/1879 Ottawa Citizen Canada Central**  
\$1,250,000 is said to be the sum paid for the Canada Central Railway.

**Friday 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.

**Tuesday 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.

**Wednesday 05/11/1879 Ottawa Citizen Aylmer branch Aylmer**  
A gang of men are at present ballasting the Aylmer extension of the QMO&O Railway.

**Friday 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.

**Friday 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.

**Friday 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.

**Friday 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.

**Tuesday 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.

**Thursday 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.

**Friday 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.

**Friday 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.

**Friday 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.

**Friday 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.

**Saturday 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.

**Saturday 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.

**Wednesday 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.

**Wednesday 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.

**Wednesday 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

**Saturday 11/12/1879 Ottawa Free Press Chalk River 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.

**Tuesday 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.

**Tuesday 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.

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

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

**Friday 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.

**Thursday 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.