

Local Railway Items from Area Papers - 1880

02/01/1880 Almonte Gazette Canada Central Arnprior

ACCIDENT - A boy named Wm. Cranston, son of Dr. Cranston of Arnprior, attempted to cross the railroad bridge in this place on Tuesday, and missing his footing fell through to the ice below. His shoulder was dislocated. His father was relegaphed for, and with the assistance of Drs. Mostyn and Lynch, replaced the dislocated limb.

03/01/1880 Ottawa Free Press Canada Central

Change of time by the Canada Central Railway. The quickest time made ever from Ottawa to Toronto and all points west of Brockville. On and after Monday 5th inst., -- close connection with Grand Trunk -- stopping only four times between Ottawa and Brockville, viz. at Stittsville, Carleton Junction, Smiths Falls and Irish Creek.

05/01/1880 Kingston Daily News Canada Central

A man was run over by the night train on the Canada Central Railway near Pakenham on Friday night, and almost instantly killed.

09/01/1880 Almonte Gazette Canada Central Pakenham

KILLER ON THE TRACK. - Mr Thomas Sadler, farmer, residing near Pakenham, was run over by the train from Brockville on Friday evening last, and killed. In the darkening twilight the engineer thought he saw something on the track, and the next instant it disappeared under the iron horse. He felt certain that something had been run over, and so brought the train to a stop. On going back about half a mile the mangled victim was found. An arm and a leg were off, and the head was cut and bruised. The man as he was, was placed on board the train and taken back to Pakenham, but in about twenty minutes after the accident he ceased to breathe. He was insensible from the time he was picked up, consequently no particulars could be gleaned from him as to how he came upon the track. Deceased is supposed to have been under the influence of liquor at the time of the accident. On Saturday an inquest was held, at which the jury brought in a verdict of "accidental death," exonerating the railway officials from all blame in the matter.

13/01/1880 Globe and Mail Canada Central

Renfrew, where the Canada Central Railway, has recently erected a large and substantial engine-house and turn-table, will be the half-way station of that road between Ottawa and Brockville and the terminus of the Western Extension after the 1st of January. It is stated that the company will erect a new brick station-house in the spring at that point, and not improbably establish workshops there also.

14/01/1880 Ottawa Free Press QMO&O Chaudiere bridge

Work on the new bridge above the Chaudiere may be said to be practically closed for the winter, although there are still a few laborers in the Hull quarry engaged in breaking stone for concrete purposes.

16/01/1880 Kingston Daily British Whi Canada Central

"Behold how great a matter a little fire kindreth" has been veritably illustrated in the important suit just concluded in favour of Mr. McLaren lumber merchant, as against the Canada Central Railway. Some time ago a spark from one of the engines on this line ignited a pile of lumber on the plaintiff's premises and the fire spread into a conflagration until it is alleged \$150,000 worth of lumber was reduced to ashes. A suit against the company was brought for the recovery of this large amount, the plaintiff insisting that the usual and necessary smoke-stack precautions has not been taken against the contingency of such a disaster. A verdict of \$100,000, has just been awarded against the company. Of course the matter is appealing from the decision to the Supreme Court. What the result will be time will tell.

16/01/1880 Almonte Gazette Canada Central Renfrew

RENFREW TO THE FRONT. - Renfrew, Ont., where the Canada Central Railway Co. has recently erected a large and substantial engine house and turntable, will be the halfway station of that road between Ottawa and Brockville and the terminus of the Western Extension after the 1st of January. It is stated that the company will erect a new brick station house in the spring, at that point, and not improbably establish workshops there also. - Courier

19/01/1880 Globe and Mail Kingston (CP) Verona

Article p. 3 on mining operations around Verona

21/01/1880 Almonte Gazette Canada Central Renfrew

An accident occurred to a brakeman named Rogers, on Friday 31st of Dec., while coupling cars at Renfrew, whereby he got his hand badly jammed.

21/01/1880 Ottawa Free Press Tramway Forsyth iron mine

Located near Ironsides. -- Tramway cars convey the ore from the "hole in the ground" to the edge of the plateau, where it is dumped to the level below and carted away. -- work carried out under the superintendence of Captain Symons -- tramways will be run in the side shafts when necessary --

The ore is shipped by rail at present -- a team can make two trips a day to the cars - Chaudiere station of the St.L. & O. Railway --

Robbins mine - no tramway mentioned.

Baldwin mine - not being worked.

Haycock mine - status not mentioned.

23/01/1880 Globe and Mail Kingston (CP)

Article p.3 on the operation and prospects of the K&P Railway.

31/01/1880 Globe and Mail Kingston (CP) Mississippi

Article p.2 focus on mining in the general vicinity of the K&P's then northernmost station at Mississippi.

02/02/1880 Ottawa Free Press Cobden and Opeongo

Among the matters of interest of interest to this County which have recently come up in the Ontario Legislature is an Act of Incorporation of the Cobden and Opeongo Railway. The corporation will provisionally consist of James Worthington, Duncan McIntyre, Wm. Cassels, Wm. Houden, Wm. Murray, James C. Worthington, Thomas Murray, Wm. Moffatt, John H. Metcalfe and James Bonfield. The Company will have full power to construct and operate a railway from a point at or near or within the village of Cobden, on the line of the Canada Central Railway, at some point on the said railway, with full power to pass over any portion of the country between the points aforesaid and to construct the railway in sections. The capital of the railway shall be five hundred thousand dollars (with power to increase the same in the manner provided in the Railway Act) to be divided into five thousand shares of one hundred dollars each, and shall be raised by the persons and corporations who may become shareholders in such company. Pembroke Observer. (N.B. the second point is missing).

Train collision at Franktown. Full details.

Also in the Quebec Saturday Budget of 7 Feb 1880

05/02/1880 *Kingston Daily British Whi* *Canada Central*

Collision on the Canada Central.

A serious collision occurred on the Canada Central Railway on Tuesday evening at Franktown station, between two express trains which resulted in the destruction of the locomotives. From what can be learned it seems that the express which arrives at Brockville at 7:45. p.m., on arriving at Franktown was standing on the main line waiting the arrival of the Ottawa express, which left Brockville about to 4:45. By some means or other the Ottawa express instead of going on the siding came thundering down the main line and pitched into the other train wrecking the engines considerably. There were a large number of passengers on both trains and it is a miracle none were injured. The line was blocked for several hours. The Brockville train did not arrive at Brockville until after two o'clock this morning. It is impossible at present to ascertain who is to blame for the collision. The engineer of the Brockville train on seeing the danger immediately reversed his engine back, and both he and the fireman jumped to save their lives. It is said the force of the collision drove the Brockville train 2 miles back. - Ottawa Herald.

06/02/1880 *Ottawa Citizen*

Canada Central

Franktown

Brockville 4th. It appears that the train which arrives here at 7.40 in the evening is timed to cross the express going to Ottawa at Carleton Place Junction but last evening the Grand Trunk train was over an hour late and the Ottawa train waited for it. After waiting at Carleton Place for some time, the conductor of the express coming south received an order from the train dispatcher to cross the Ottawa train at Franktown. The above train proceeded to Franktown and the conductor and engineer went into the station to receive their orders. The station master was out, he having gone down the track to signal the train coming from the south. The conductor and engineer on coming out of the station house heard the other train coming, when the engineer jumped on his engine and reversed her, but by this time the train from the south was in close proximity and a collision could not be avoided. The engineer and fireman of the express coming south jumped and the two engines came together with a crash. The engine on the Ottawa train was not much damaged but the other was badly smashed, but not bad enough to stop its backward motion. It ran the train back for nearly two miles, the only employee on board being a brakeman who at last succeeded in stopping the train. The night was very stormy and signals could only be observed a short distance. An investigation will be held when further particulars may be expected.

06/02/1880 *Almonte Gazette*

Cobden and Opeongo

THE COBDEN RAILWAY. - among the matters of interest to Renfrew County which have recently come up in the Ontario Legislature, is an act of incorporation of the Cobden and Opeongo railway. The corporation will provisionally consist of James Worthington, Duncan McIntyre, Wm. Cassels, Wm. Houden, Wm. Murray, James C. Worthington, Thomas Murray, Wm. Moffat, John H. Metcalf, and James Bonfield. The Company will have full power to construct and operate a railway from a point at or near or within the village of Cobden, on the line of the Canada Central Railway, with full power to pass over any portion of the country between the points aforesaid, and to construct said railway in sections. The capital of the company shall be five hundred thousand dollars (with power to increase the same in the manner provided by the Railway Act) to be divided into five thousand shares of one hundred dollars each, and shall be raised by the persons and corporations who may become shareholders in such company.

06/02/1880 *Almonte Gazette*

Canada Central

Franktown

COLLISION ON THE CANADA CENTRAL - a collision occurred on the Canada Central Railway on Tuesday evening at Franktown, which fortunately, resulted in nothing more serious than the smashing of two engines and the delay of the passengers for four or five hours. The express train from Brockville to Ottawa crosses the express going south at Carlton Place junction, but being fifty minutes behind time, the conductors of the trains received orders to cross at Franktown. Conductor Chatterton was in charge of the Brockville express, and had reached Franktown and was about to run on the siding to clear the track for the Ottawa lightning express, which does not stop at that station, when that train was observed approaching at full speed. The engine drivers on both trains immediately reversed the engines, and the brakes were applied to the Ottawa Express, but too late to prevent a collision. The engines struck with great force, the trucks being knocked from under one engine. The engine driver on the Brockville train, after reversing his engine, jumped for his life, and after the collision the train ran back about two miles, when the brakes were applied. As there were a large number of passengers on both trains it was a providential occurrence that's none were injured. This is the first accident of the kind that has ever happened on the Canada Central.

12/02/1880 *Ottawa Free Press*

QMO&O

Chaudiere bridge

After a supervision [sic] of operations for a number of weeks, Mr. Beemer, contractor for building the Chaudiere R.R. Bridge, resumed work today. The chief work to be immediately proceeded with will be the rip-rapping the southern embankment, and sinking three of the piers on the same side. A change of operations permitting the contractor to sink caissons will facilitate the unwatering of the bases of piers. Fruitless attempts to accomplish the same object by other means under imperative direction by the engineer last fall, cost the contractor \$10,000. Work will not be pushed to the utmost just yet, but will proceed modestly. The contractor is necessarily controlled by the means at hand to pay him, and cannot proceed faster than ordered.

13/02/1880 *Ottawa Citizen*

QMO&O

Chaudiere bridge

The contract for the Louis and Kent Gates at Quebec has been transferred to H.J. Beemer. Mr. Beemer is now in Ottawa and will push forward his other contract on the Chaudiere Railway bridge, which has been considerably delayed by the dead-lock caused by the late Local Government. Work will be commenced immediately on piers No. 5, 6 and 8. No. 5 will be unwatered and Nos. 6 and 8 will have caissons. Three drivers were telegraphed for yesterday and are expected tomorrow. The hauling of the rip rap for the south shore end of the bridge was commenced to-day, and is being laid and the whole work on the bridge will be pushed to completion at an early date in the spring.

13/02/1880 *Ottawa Citizen*

QMO&O

Chaudiere bridge

Mr. Beemer has resumed work on the Chaudiere Railway bridge.

17/02/1880 *Montreal Gazette*

Cobden and Opeongo

ONTARIO LEGISLATURE

The following bills were read a third time and passed: -

To incorporate the Cobden & Opeongo Railway Co.

20/02/1880 *Ottawa Citizen*

Canada Central

Mr. Worthington has retired from the firm of McIntyre and Worthington, owners of the Canada Central Railway. His interest in the road has been secured by Mr. Angus, late manager of the Montreal Bank and Mr. Stephens. The new firm are trying to secure the contract for the construction of the Sault Ste. Marie branch of the Canadian Pacific Railway.

24/02/1880 *Ottawa Citizen*

Canada Central

Gauge change

Without much noise or fuss the Canada Central Railway is steadily pushing on with the work necessary for the changing of the gauge into the narrow one. All the culverts between Sand Point and Pembroke have been altered.

27/02/1880 *Renfrew Mercury*

Canada Central

Gauge change

Two freight trains made up of twenty-five cars left the Renfrew station one day this week. The day of the change of gauge has been decided on, but we are as yet not at liberty to make it public.

The Late Railway Accident at Franktown.

Editor Almonte Gazette:

DEAR SIR, - a short time since the Central Canadian made an attack on the management of the Canada Central railway, charging said management with being responsible for the recent collision at Franktown. The officers of the company, learning that the facts of the case were being prepared for publication, determined to stifle the discussion, and, knowing full well the character of the editor of the Central Canadian, forwarded to that worthy a pass to Brockville, which he meekly accepted, and repaired forthwith to the head office, where he was for some time closeted with Messrs. Baker and McKinnon. On his return to Carleton Place it was at once perceived that the roaring lion had been transformed into a meek lamb. He deliberately proceeded to swallow all his previous assertions, he confessed that former articles which he had indicted, had been false, he prostrated himself to true lick-spittle style before the august manager and haughty superintendent, and in consummation of his abject abasement, he deliberately attempted to exculpate the railway officials, and transfer the blame to an innocent young man.

Let it be remembered that all this was done while he had in his possession the sworn testimony of gentleman of an unimpeachable character, that his statements were false and contrary to the real facts. Yet this unique scribe had the effrontery to suppress sworn statements, and deliberately publish a column of self-abuse in desperate contortions attempting to swallow the previous utterances of his own journal. Fortunately for the honor of the press, such exhibitions are rare in Canada but it is well that the public should understand that Carleton is disgraced by such a specimen of the genus homo.

The facts of the collision were as follows: No.13 train, which leaves Brockville at 4:05 p.m. crosses the train from the north at Carleton Place. On the evening in question, No. 13 was 55 minutes late when leaving Brockville. The train dispatcher called up the operator at Franktown at 5:16, sending him an order to detain No. 13 to cross No. 14. The dispatcher was well aware that there was no semaphore at Franktown, and that No. 13 was booked to run past that station. He also knew that the night was stormy and yet he did that which no other sane man, on any properly conducted railway in the world, would have done, he neglected to notify the conductor and driver of No. 13 while they were at Smith's Falls that they had to cross a train at Franktown, though he had plenty of time to do so. Failing to do this what excuse does he offer? Why, simply that he never did it. So much the worst, as it demonstrates beyond cavil that the management were deliberately hazarding, day after day, the lives of every passenger who traveled on the line. I challenge Mr. McKinnon to show that any other railway in Canada is operated under such a dangerous and disgraceful system. The following is the opinion of the assistant superintendent of the Grand Trunk Railway upon the point at issue:

"It is a very strict rule on our line that's no crossing shall be made with a passenger train unless the reply has been obtained from the conductor and driver of the train having right of track in addition to the reply from the agent and switchman at the station at which the crossing is made."

All fair minded railway men will agree with me in the conclusion that the dispatcher was responsible for the accident, at the same time bearing in mind the fact that the superintendent of the line is principally responsible for permitting the business of the line to be conducted in such a loose manner. This fully explains why during the investigation Mr. McKinnon did not examine the train dispatcher, knowing full well that the facts elicited would reflect upon himself. The defense of the dispatcher would be complete. He would say, "I never got any such orders from you."

Upon the receipt of the order to cross at Franktown, the operator at that place placed his red light on the extreme end of the platform which fronts the track in the direction towards the north and south. Five minutes before the arrival of the train he went out and picked up the light, which he left burning brightly, replaced it on the end of the platform, and still no trains in sight. Let it be distinctly remembered that these two trains had frequently crossed at this point under similar circumstances before. No.13 had the right to the main line. No. 11 [sic] had no right. On previous occasions No. 14 had gone on the siding from the north end, letting herself in at the switch, thus allowing No. 13 to proceed on her way. The operator swears that he has never turned the switch for No. 14, that the men on the train have always performed that duty themselves. But what is the excuse that No. 14 offers for not going on the siding? Simply that four cars were standing on the siding and that it would have occupied some time to push them out of the way. The confession is a remarkable one and discloses a state of affairs which will be a revelation to the outside public. This is a statement given in the official correspondence and shows that a little trouble was considered of more importance than the preservation of the lives of the passengers on the two trains. "Safety" is emphatically the first consideration in railroading. The dispatcher told a gentleman in Brockville that it would only have taken two or three minutes for 14 to have got on the siding. Now we will even suppose that No. 14 could not get on the siding, what was the proper course to pursue, under the circumstances. Evidently to dispatch a man down the main line, as both conductor and driver were well aware that No. 13 had the right of way. In place of taking even such an ordinary precaution, the very reverse was done, the train was run up the main line to the red lights, right in the face of the danger, and there remained until the collision took place. It is utter folly to attempt to justify such recklessness. It is worse than folly, it is criminal, when a deliberate attempt is made to shift the blame from the guilty parties and fasten it on the innocent operator at Franktown. Why, sir, the very first question the dispatcher asked after the collision was "What in the devil is 14 doing on the main line?" He told gentleman in Brockville this several times, and in fact he don't deny it. I can prove it by sworn testimony. The driver of No. 14 could with ease have pushed the four cars, standing on the siding, out of the way, yet he deliberately rushed into danger by proceeding where he had no right of way, and in the face of an approaching train. Will it be believed that the officials at the head office, in attempting to justify such conduct, set up the pleas "That the driver came down to the station to ascertain what orders the agent had received?" Did any person ever hear of such nonsense being offered in exculpation for an offense of like character. It was the duty of the conductor to proceed to the station, leaving his train at the switch (that is, provided he found it impossible to enter the siding) at the same time taking the necessary steps to warn the approaching train. The following is the opinion of an assistant superintendent of the G.T.R. upon this point, and will not, I believe be disputed by such eminent authorities as Manager Baker and Superintendent McKinnon.

"If a train stands at the station obstructing the main line, it is the duty of the conductor of that train to take steps to secure the safety of his train whilst occupying the main line, by sending out signals, if there were no semaphores at the station "

I have demonstrated beyond a doubt that the cause of the accident lies first with the superintendent for careless management, secondly with the train dispatcher, for not giving the necessary orders to No. 13 at Smith's Falls; and thirdly with the conductor and driver of No. 14, in not entering the siding, but recklessly proceeding up the main line to the station.

In the investigation, Mr. McKinnon asked the operator, "Why was he not down to the switch to let No. 14 in upon the siding," and "Why he did not proceed up the track with a red light to stop No. 13." It does not require a very wise man to ask questions, but let me investigate these profound conundrums. If he had proceeded to let No. 14 in and the red light had gone out, which it is liable to do on any stormy night, what would have happened? No. 13 would have come on at full speed and pitched into No.14 which, according to the story of the driver of No. 14 would have been on the main track or in the act of pushing the four cars out of the way. Besides the operator had no business at the north switch. It will be clear, even to the management, and it requires a good deal of light to make some of the functionaries of that institution see that the agent could not in human possibility have at the same moment been assisting in letting No. 14 onto the siding and also running for dear life down the track in an opposite direction, swinging a red light to warn No. 13. If Messrs. Baker and McKinnon expect an agent at Franktown to be omnipresent, the nearest they can come to filling the bill will be to employ the editor of the Central Canadian, who has demonstrated beyond cavil that he can be all things to all men and on both sides of a question at the same time.

Now as to the position of the red light. The officials claim that the red light was not burning brightly, but affidavits of Lightbody and of the agent proves the very reverse, and further sworn evidence confirming their statements can be produced if necessary. It is also claimed by the officials, that the light of the lamp was obstructed by snow on the platform, but the only evidence in support of this assertion is that given by the driver of No. 14, who, it will be remembered, was violating his duties and therefore anxious to escape from censure. On the contrary Lightbody and the operator both swear positively that there was not the slightest obstruction to the light being seen. In support of the evidence there is the testimony of the mail clerk on No. 14, a Mr. Campbell, and another railway man, who is afraid of being discharged if his name becomes public.

For the past four years the operator has crossed trains with the red light in the same position, and the superintendent and manager have often been on the train thus crossed, and were fully cognizant of the fact, but found no fault until the accident took place. The former agent also crossed the

trains by placing the light on the end of the platform.

Next the officials, driven to extremes, inquire of the operator: "Why did you not hang the red light up on the side of the station." The operator in reply makes his affidavit that there is only one bracket on the side of the station, and that is used for holding the white light which is used for lighting passengers who are getting on or off the trains, this being the custom at all stations. No bracket was ever put up for the red light, and the operator challenges the manager to show that any instructions were ever given to put the red light at the side of the station. Even if the red light were placed where the white light stands, it would not be visible down the track in the direction from which No. 13 was coming, in consequence of the intervention of a telegraph pole, and from the north it would not be visible until a train arrived near the wood-shed. If the operator, upon the night of the accident, had put the red light in the white light bracket where it could not have been seen, would not the management very properly have demanded, "Why did you not put it in the customary place query?"

Mr. Stephenson, assistant superintendent of the Grand Trunk Railway, writing upon this point, says: "If the red signal he displayed was the ordinary or customary signal it may be considered he had done his duty."

The operator very naturally concluded, it being in unison with the rules of railway management, that No. 13 had received orders at Smith's Falls from the train despatcher that they would cross No. 14 at Franktown, did not deem it necessary to go up with the red light, but the moment he discovered that No. 14 had come up the main line, he seized the red light and had run swinging the red lamp some fifty feet before driver of No. 13 saw it, which shows plainly carelessness. One of the strict rules of the company says, "That at night or in foggy weather, all trains must approach a station with great caution, having their trains under proper control, so that in case a signal is displayed he may be able to stop." No. 13 was running at 15 miles an hour, which I can prove - notwithstanding the assertion of the driver to the contrary. Is this young man to be held responsible for the recklessness of other people? There is not a railway man in Canada and I have spoken to a good many on the subject, but lays the blame on the dispatcher of No. 14. The operator could take no more extra precautions than he did; he never dreamt of 14 coming up the main line and knew perfectly well there would be no necessity to run up south and signal 13. He claims he never expected fair play from the manager on account of the Manager's inexperience in out door work he was incapable of judging what was customary, but he did expect some justice from his man Friday. The young man does not care a fig for the position but wants the blame put onto the shoulders of those who deserve it.

You will hear from me again.

Yours, etc.

FAIR PLAY

05/03/1880 Almonte Gazette Canada Central Franktown

THE LATE RAILWAY ACCIDENT. - we give this space in this issue to the communication of "Fair Play," who gives the Franktown station agents version of the story of the late railway accident at that place. After the accident an investigation was held, with the result that the station agent - Mr. R. A. Baker - was saddled with the responsibility and dismissed from the service of the company. Of the actual facts of the case we know nothing more than what common report furnished us with, and that not being always the most reliable, we refrained from discussing the notion of the railway authorities at and subsequent to the investigation. We would suggest that all the evidence given at the investigation, if it is procurable, be published; and the public will then be in a position to judge as to what particular official was culpable and derelict in the performance of his duty. Accompanying the letter of "Fair Play, were a number of affidavits. We were not certain whether the writer intended them for publication, or merely for inspection by the editor, and as corroborative of certain points in his letter; but if for publication, they can appear next week, when the writer promises to again take the question up.

05/03/1880 Almonte Gazette Canada Central

NARROW GAUGE. - Preparations are going steadily forward on the Canada Central Railway for a change of the present to a narrow gauge early in the coming Spring. Already the bridges and culverts between Pembroke and Sand Point have been changed to suit the new gauge - Standard.

19/03/1880 Renfrew Mercury Canada Central

Article on the C.C. Ry. bill

The pay car on the Canada Central Railway went up the line on Monday, and returned on the following day.

25/03/1880 Ottawa Free Press St. Lawrence and Ottawa Prescott

The St. Lawrence & Ottawa Railway company have replaced its old car slip at Prescott, by a new and improved one.

01/04/1880 Ottawa Free Press Tramway Bronson and Weston

Messrs. Bronson and Weston have extended their wharfage ? A gully near Thompson's flour mill. ? piling tramways have also been repaired.

02/04/1880 Almonte Gazette Kingston (CP)

MINING - C.H. Roberts of the Rochester, N.Y., Iron Works, has leased an iron mine on the Kingston and Pembroke Railway situated one mile south of the Mississippi River. The ore will be shipped by way of Kingston. Iron mining is being vigorously prosecuted at Mr. Boyd Caldwell's mines in Lavant, six miles from the terminus of the Kingston & Pembroke Railway. If this road were completed to Renfrew there would be a large amount expended in mining in Lavant.

03/04/1880 Ottawa Free Press QMO&O Chaudiere bridge

Work on the railway bridge on the Chaudiere has been actively resumed. The steam tug will begin running on Monday. The stone work to protect the base of the approach on the Ontario side is steadily approaching completion.

06/04/1880 Ottawa Free Press Canada Central Gauge change

The change of gauge on the Canada Central is to take place on the 24th of the present month. Arrangements are about completed.

09/04/1880 Almonte Gazette Canada Central Almonte

PREPARING - Preparations are quietly going on for the change of gauge on the C.C.R. The railway bridge here has been strengthened with double the number of ties formerly in use; and all along the line the inner row of spikes are being driven into each alternate tie. The interruption to business at the time the rails are being changed will be very slight. The convenience to shippers, when transshipment at Brockville is avoided, will be very great.

09/04/1880 Renfrew Mercury Canada Central Gauge change

We have been informed that the 24th, 25th and 26th of April are the days appointed on which to alter the C.C.R. to the narrow gauge.

The new engine, No. 12, for the narrow gauge of the C.C. Railway, arrived here on Wednesday evening, and is now in the engine house. The tender is also at the station, in readiness to be fitted up by the fitters, who were expected to arrive here last night from Ottawa, where they have been fitting up another engine. No. 12 will be in readiness to run between Renfrew and Pembroke by the time the gauge over that section is changed, on the 24th inst.

10/04/1880 Ottawa Free Press Ottawa City Passenger

The street Passenger Railway Company have men engaged today in clearing the ice and refuse from the street car track.

12/04/1880 Ottawa Citizen QMO&O Chaudiere bridge

The steam tug used at the Chaudiere Bridge works was launched today for the summer's work.

14/04/1880 Ottawa Citizen Canada Central Gauge change

The change of gauge on the Canada Central Railway will take place on the 24th of this month. This work will be done during Saturday night and Sunday. It is expected that the change will be made in this time, allowing trains to run on the Monday following.

16/04/1880 Renfrew Mercury Canada Central

Timetable advertisement. Commencing Thursday, the 15th of April.

A mixed train will be run as follows:- leaving Pembroke for Mackey's Station on Tuesdays, Thursdays and Saturdays at 8 a.m., and returning on Mondays, Wednesdays and Fridays, will leave Mackey's Station at 4 p.m. --

16/04/1880 Perth Courier Canada Central

The Western Extension of the Canada Central Railway will be opened for traffic on the 15th inst., from Pembroke to Mackey's Station, a distance of 47 miles.

16/04/1880 Almonte Gazette Canada Central Merrickville

MERRICKVILLE NEWS'

Railway meeting, - a preliminary railway meeting was held in Mr. S. Jakes office on Friday last. Mr. W. H. Magee was moved to the chair, and Mr. P. W. Merrick appointed secretary. Mr. H. D. Smith stated overtures had been made by the management of the C.C. R. that if the people here would furnish the right of way and place the road in condition for receiving the ties, they would put on the ties, rails, rolling stock, etc.. After considerable discussion, Messrs. H. Merrick and H. D. Smith were appointed to go to Brockville and confer with the proper authority and ascertain what would be the probable cost of the proposed railway. The road to Irish Creek presents few obstacles and if satisfactory arrangements can be made we shall have what nearly everyone has given up all hopes of - railway communication with the outside world. A public meeting will be called on the return of the deputation, when the result of their trip will be submitted to the people, and the matter will be placed on some basis from which an understanding can be determined.

17/04/1880 Canadian Illustrated News QMO&O Chaudiere bridge

Work on the Chaudiere railway bridge has been recently resumed, and at pier 5 a scow was anchored. On board was a portable steam-engine and a centrifugal pump, the weight of which is about ten tons. Recently a large cake of ice came dashing down the river, and coming into collision, with the scow started her adrift. The scow, with its load of freight, rapidly drifted down the current and went over the falls. The engine was on wheels, and was found canted over, but not injured. It is something unusual to have a vessel go over the Chaudiere Falls, and many a one would have given something to have seen the scow take its deep dive into the boiling waters of the "Big Kettle". Little damage was done.

17/04/1880 Ottawa Free Press Canada Central Gauge change

With a view making the change of gauge on the Canada Central somewhat sooner than was expected, an intention which the rapidly increasing mildness of the weather largely favors, the manager of the line is having spikes driven all along the track, at narrow gauge measurements.

21/04/1880 Ottawa Citizen QMO&O Chaudiere bridge

Hull 20th. Yesterday afternoon at three o'clock, another barge used at the Chaudiere bridge works went over the falls. This time four men had a very narrow escape from going over with it. The barge was loaded with clay used for puddling at the cofferdam. The tug boat had cast it loose when near pier No. 6, as was usual, it then having to be pushed up to the pier by men on board with long poles. The current, on account of the high water, was swifter than reckoned upon, and the barge became unmanageable, and was carried down towards the falls. The men on board were Joseph Dupont, Francis Furlough, Geo. Lapierre and J. Tooney. The first three named jumped into the skiff that was by the side of the barge, and made for one of the wooden piers used for holding the booms, in order to fasten a rope to bring the barge to. The man left on the barge threw a rope to them but it curled round the leg of Dupont dragging him into the water. With great difficulty he swam to an island. The man left on board was now in extreme peril. William Connelly (who claims to be a brother of the Connelly who was killed in Mexico lately) seeing the danger of the man, immediately went to the rescue, in a light boat and got up to the barge just as it was entering the rough water of the falls. The man jumped in and it was with extreme difficulty and only by great exertion that they overcame the strength of the current and landed in safety. Connelly saved the man at the risk of his own life. The wonder was that it was possible for him to return after entering the troubled water. The barge went over the falls and was captured at Gilmour's booms, below Messrs. McRae and Co.'s shipyard. The weight of the clay smashed in the deck and the barge was otherwise injured.

23/04/1880 Perth Courier Canada Central Gauge change

Tomorrow night the change of gauge on the Canada Central will be commenced.

The new management of the Canada Central Railway are showing a good deal of vigour in running the road and equipping it. Regarding the rolling stock, the Recorder says:- About twenty new box cars for the C.C.R. are in the G.T. Railway Yard. They were built by the Coburg Car Works, and are nicely finished and very strong. The company are evidently bound to have the very best rolling stock that can be secured, and when the gauge is changed will be in a position to successfully bid for the increasing freight and passenger traffic.

23/04/1880 Globe and Mail Canada Central Pembroke

From a case at the Pembroke assizes it appears that T. & W. Murray entered into a contract with the late Hon. A.B. Foster, for the building of a fence along the right of way of the Extension of the Canada Central from Renfrew to Pembroke; and had never yet been paid for the work. Mr. Foster was shown to be a contractor for the building of the line, but evidence was also produced on behalf of the plaintiff to show that he had a very large interest in the management of the Company from whom he had obtained the contract. The defence repudiated the whole business, claiming that Mr. Foster was alone responsible, but the jury evidently took a different view of the matter, for their verdict was in favour of the plaintiff for upward of \$12,000, the full amount claimed.

23/04/1880 Ottawa Free Press Canada Central Gauge change

On Saturday evening next, after the express passes over the Canada Central, a party of men will commence to change the gauge. They will have to work all Saturday night and Sunday, in order to have it prepared for the train on Monday morning.

23/04/1880 Almonte Gazette Canada Central

The gauge of the Canada Central Railway will be changed next Saturday.

24/04/1880 Ottawa Citizen QMO&O Chaudiere bridge

Mr. H.J. Beemer, contractor for the Chaudiere bridge is rapidly pushing forward the construction of the work. He has a large force of men engaged in quarrying stone, preparing the rip rap work for the approaches on the hill side, as well as a gang sinking the piers in the river. The latter operation is very interesting to one unacquainted to its modus operandi. Mr. Beemer is doing his work well and to the entire satisfaction of the Quebec government. He expects to finish his work in a short time. The construction of the superstructure will then be commenced and before another winter's frost, the bridge will be completed. Mr. Beemer has a tug which is used for various purposes, and is found to be indispensable. He has a very large plant which is exactly suitable for the work. The men are working several hours overtime in order to hasten the completion of the work.

The change of gauge on the Canada Central Railway was effected since Saturday without any interruption to traffic, so excellent were the arrangements made for the performance of the work. The road was divided into three divisions. The section from Brockville to Carleton Place, including the Perth branch, was under the supervision of Mr. Baker, General Manager; the Ottawa section in charge of Superintendent T.A. McKinnon, while Mr. Jas. Worthington and Mr. Stephenson, roadmaster, managed the work on the Pembroke branch. Work was begun at Pembroke on Saturday morning after the departure of the express. Renfrew was reached at 7 p.m. The passengers and freight of the 4.30 express from Ottawa was transferred to narrow gauge cars at this point. Operations at Brockville, Carleton Place and Ottawa, could not be commenced until about half past ten o'clock Saturday night, owing to the Pembroke express being three hours late. Work was continued on the line without intermission until two o'clock yesterday afternoon, when the entire change was completed. Three hundred trackmen were employed. About 150 miles of track was changed in the work performed. The narrow gauge cars are new, and supplied with steam brake. Trains today are running regularly as usual.

26/04/1880 *Ottawa Citizen*

Canada Central

Gauge change

A large force of men commenced, Saturday night, the work of changing the gauge of the Canada Central Railway. It is expected the work will be finished in time to allow the running of trains this morning.

26/04/1880 *Globe and Mail*

Canada Central

Gauge change

The gauge of the Canada Central Railway is being changed. Work commenced Saturday night and will be concluded on Monday.

27/04/1880 *Ottawa Citizen*

Canada Central

Gauge change

The Canada Central Railway change of gauge has been effected without interruption to traffic. The work was divided into three sections - the first from Brockville to Carleton Place, including the Perth branch, under the supervision of Mr. Baker, the second from Carleton Place to Ottawa under Mr. McKinnon, and the third under Messrs. Worthington and Mr. Stephenson, the Pembroke Branch. The work was completed between Saturday and Sunday morning, over 150 miles of track being changed. Three hundred hands were employed on the work. The narrow gauge cars are all new and have steam brakes. They comprise two elegant first class coaches and two second class do., baggage, express and mail cars. In the course of a few days the Company will run a special train for the benefit of press representatives.

28/04/1880 *Carleton Place Herald*

Canada Central

Gauge change

On Saturday evening last, after the trains came to the junction, a great number of men also came on the train from Brockville, as soon as the track was clear, the men commenced to change the gauge along the track in each direction. They worked all night and the next day until they got it completed. A great crowd of men went up to see them commence work, some of whom remained with them until near midnight. On Sunday three express trains came to Junction from Ottawa, Brockville and Pembroke, all of which were new cars and Engines, that were built lately. They came to the junction about three o'clock, and remained until about eight, during which time the platform was crowded with people.

30/04/1880 *Perth Courier*

Canada Central

Gauge change

On Saturday night and Sunday last the gauge of the C.C. Railway track was changed to the 4 ft. 8 1/2 in. width. A large crowd had assembled at the Perth station to see the "new departure" and criticize the appearance of the new train. A new and well finished engine and two Grand Trunk cars are used at present until the old cars are changed. Mr. P. Donegan, engine driver, had taken charge of the new engine, and on the signal being given, sent her off with as much ease as if it had been "The Tay", which had run so long and to which he had become very much attached.

30/04/1880 *Renfrew Mercury*

Canada Central

Gauge change

The change of gauge of the C.C. Railway is now accomplished - the road throughout having been ready to run trains of the National gauge by Monday morning, the 26th inst., starting from all points at the usual time.

The work of changing the gauge was commenced on Saturday morning at eight o'clock at Pembroke immediately after the morning express left town. A train with a hundred men from the Western Extension had left Pembroke earlier in the morning and these men were distributed along the "line" to Renfrew in gangs of six for every two miles. These gangs were supposed to commence work immediately after the express passed their sections. Thus by ten o'clock the whole line from Pembroke to Renfrew was on the move. At Renfrew many villagers had collected to see "how it was done." The line from the West to Renfrew was all changed early in the afternoon, and a narrow gauge train from Pembroke arrived in Renfrew at six o'clock p.m. with the workmen on board. The 3.30 express south was detained at Renfrew, in order to distribute these men again along the line from Renfrew to Arnprior. Unexpected delays having occurred on some sections west of this place, it was considered necessary to allow the evening express from Brockville and Ottawa on the wide gauge, to proceed on to Renfrew, instead of, as originally intended, changing over at Arnprior, thereby causing no delay to passengers but a standstill of over four hours to the workmen. Otherwise passengers would have been delayed at Arnprior some hours. However, on the arrival of the evening train somewhat behind the usual time at this place, passengers changed cars and proceeded to Pembroke without delay, on a narrow gauge train made up of some eight cars; and about nine o'clock the men went to work again, changing the track from this place to Arnprior, which was accomplished early on Sunday. The same men were then distributed in sections to Carleton Place.

The change from Ottawa and also from Brockville to Carleton Place was commenced on Sunday morning, all being completed by Sunday evening. The work from Pembroke to Carleton Place was under the supervision of Messrs. James Worthington and Wm. Stephenson; from Ottawa to Carleton Place, under that of Mr. T.A. McKinnon; and from Brockville to Carleton Place, of Mr. Baker. So far as we have heard everything passed off satisfactorily, the previous arrangements having been thoroughly complete. Gangs of men were procured from the Q.M.O. & O. and Grand Trunk roads, in addition to those taken off the Western Extension for the occasion.

In expectation of the change of gauge, there were more than the usual number of spectators who on fine days proceed to the Renfrew station to witness the arrival and departure of the morning train; and their curiosity on the point was gratified by the instantaneous commencement of the work as soon as the train from Pembroke drew up at the station. The track shifters at once sprang to their task, and proceeded to carry it out with a degree of vigour and speed which elicited the approval of the bystanders. There was also a considerable number of spectators to see the start of the first narrow gauge train carrying passengers for Pembroke, on Saturday evening, and notwithstanding, as before mentioned, the train from the south was somewhat behind time, many of them remained till after the change of cars had taken place and the train started northwards.

On Sunday night the workmen employed from Pembroke to Carleton Place returned to Pembroke, the train being made up of a G.T. first class car, and a second of the C.C., together with the cars used in conveying the men south.

On Monday morning the train was on time at this place, and the new cars were much admired. One person describing the grandeur of the cars, declared the light was greater inside than outside of the car. The cars are fine, surpassing any we have seen even on the American roads.

At present there is still a broad gauge engine in the Renfrew engine house. This, we believe, is to be placed on trucks and taken to Mackey's Station, it being the company's intention to run a temporary broad gauge track in constructing the Extension to Mattawa, which place they expect to reach before winter.

30/04/1880 *Perth Courier*

Canada Central

The Canada Central Railway Co. have been empowered by charter to build a branch line at or between Smiths Falls and Carleton Place to Madoc or Tweed in the county of Hastings via Perth. The present branch line may or may not be used, in this case, and may be taken up altogether. If the new branch were built it would effectually shut off the Toronto & Ottawa railway scheme, which is at present in status quo. There is some talk, though very vague, that instead of building another track beside present one, between Toronto and Montreal, the Grand Trunk will run a second line through the back country, taking Perth, Madoc etc., in. This, however, is a very unlikely scheme.

30/04/1880 *Almonte Gazette*

Canada Central

Gauge change

THE GAUGE CHANGED - The work of changing the gauge on the C.C.R. was commenced on Saturday morning at Pembroke, after the departure of the morning train for Brockville. The work on that portion of line between Almonte and Pembroke was completed during the day and the narrow gauge train from Pembroke and the broad gauge train from Brockville met at Arnprior and exchanged passengers and mails. Upon the return south of the broad gauge train at about eleven p.m. the men went to work at Almonte, continuing steadily thereat until Sunday evening when the change was completed throughout the whole line. On Monday trains were run on their usual time and there was no interruption to traffic. The sidings were narrowed on Monday and Tuesday; and for some weeks to come the section-men along the line will be busy spiking and levelling the rail just changed. Several new second class passenger cars - much superior to the old ones - have already made their appearance on the track; while some of the Grand Trunk first class cars have been borrowed for the emergency.

07/05/1880 *Renfrew Mercury*

Aylmer branch

Aylmer

Some malicious wretch attempted to wreck the Aylmer train near that town by lacing a log across the track. The log, fortunately, proved to be too large to accomplish its design and was thrown off by the cow catcher. The passengers were somewhat scared but none were injured. An effort will be made to ferret out the perpetrator of the diabolical act.

07/05/1880 *Renfrew Mercury*

Canada Central

The corpse of the engine that ran away and smashed itself up on the Western Extension some time ago, was brought down to Renfrew on Monday and remained over night. It has since been taken further down the line.

13/05/1880 *Ottawa Citizen*

QMO&O

Chaudiere bridge

The works on the Chaudiere Bridge have been temporarily stopped on account of high water. The contractor is making arrangements to bring the work to an immediate conclusion as soon as the water subsides and expects, when work is resumed, to have all ready for the iron work in a month or six weeks after.

14/05/1880 *Almonte Gazette*

Canada Central

Almonte

FAST TRAIN - A train passed south on Thursday noon, going through Almonte at the rate of fifteen or twenty miles an hour. No accident happened.

14/05/1880 *Renfrew Mercury*

Canada Central

Renfrew

We understand that the Railway Company will shortly commence the erection of the long-talked of new station at this place. The present arrangements, as has been noted before, are insufficient and inconvenient for the accommodation of the travelling public.

17/05/1880 *Ottawa Free Press*

Canada Central

Gauge change

Last week a broad gauge engine was taken up to Mackey's station on board the morning train from Pembroke. It is to be used for construction and other purposes above where the track is now laid to, as the track above Mackey's is, for the present, to be constructed to the broad gauge. Five or six broad gauge cars, to be used with the engine, went up on board the train here Saturday morning. The old engine that was wrecked on the extension last fall has been loaded on the cars and taken through Pembroke on its way down the line.

17/05/1880 *Ottawa Free Press*

QMO&O

The Vice-Regal servants left for Quebec this morning per Q.M.O. & O. R.R.

17/05/1880 *Ottawa Citizen*

QMO&O

Chaudiere bridge

About twelve o'clock on Saturday morning the greatest excitement was occasioned at the Chaudiere Falls when the news spread through Booth and Perley and Pattee's mills that a scow with two men on board had broken loose from the steam tug used at the Chaudiere railway bridge, and that it was approaching the falls. The scow had not proceeded far when one man was observed to jump in the water and swim in the direction of Eddy's boom. He had, however, remained too long and owing to the strong current was forced to turn back and swim towards the scow. There he caught the end of the tow line and endeavoured to climb up on the scow. Mr. F.M. Jarvis, who witnessed the accident from the bridge, says that he succeeded and that as the scow plunged over the falls he was washed off. Other spectators of the thrilling accident hold a different opinion maintaining that he held on to the rope until the vessel was buried in the surging billows, when, his strength failing him, he was compelled to let go. Be that as it may, the unfortunate man after the scow going into the waters was seen no more. His name was Louis Malboeuf. The boat was soon afterwards found a short distance down the river right side up.

Another account

The general manager of the works gave the following account of the accident:-

Yesterday, in company with Mr. Beemer, I made a trip across the river and we found the river so high and the current so strong that orders were given to river foremen to tie up the tug and make no more trips across the river. This morning, he, (the river foreman, Dennis O'Brien) found he required a few sticks of timber and made one trip to bring them over, taking every necessary precaution, intending, as soon as he returned to lay up the tug until the water went down to the proper height for work again. In coming back they fastened the scow to the boom, in order to let the tug drop down below. The scow was on the inside of Eddy's boom. In dropping down the scow swung end for end in the eddy and passed over the boom, leaving inside the boom and powerless to render any assistance. The two men on the scow had a lifeboat with them, one of them, Joseph Malboeuf, jumped on the boom and the one that was lost, La Berthiaume, got into the lifeboat, which was immediately swamped after being thrown out of the boat. He swam for the boom and when within a few feet of the boom, for some reason unknown to us turned and swam towards the scow, which was floating down the river about twenty five feet from him. He succeeded in catching a short end of rope hanging from the scow but apparently did not have strength to raise himself. The man in company with him said he would have had no difficulty in reaching the boom, where he would have been safe, if he had not turned to the scow. These are the facts as near as I can gather them from eye witnesses. We shall not float any craft until the water falls.

This is the third scow that has gone over the falls and it is hoped that some better arrangement will be made to avoid a repetition in the future. A correspondent suggests that several lines of rope should be strung across the river just above the falls from Eddy's dam to Perley and Pattee's pier, about high enough for a man on one of these scows to hold on to. Whether this is practicable and whether it would prove a safeguard is a question for Mr. Beemer to consider.

The body of the unfortunate man has not yet been recovered.

18/05/1880 *Ottawa Free Press*

Canada Central

Six new passenger cars, 100 new freight cars, and some 16 or 17 locomotives have been placed on the C.C.R.R. Messrs. Duncan McIntyre and T.A. McKinnon were in the city this morning but left by special train.

19/05/1880 *Ottawa Citizen*

QMO&O

Hull

The vice regal train will leave Hull station at 9 o'clock tomorrow morning for Quebec. It will be in charge of Captain Labelle, the courteous and efficient General Passenger Agent of the road who arrived from Montreal last evening for the purpose. There will be but one stoppage between Hull and St. Martin's Junction, which will be reached shortly after noon, where the party will be served dinner by Mr. O'Reilly, the keeper of the refreshment rooms there.

21/05/1880 *Ottawa Free Press* *QMO&O*

Mr. Walter Shanly, general manager of the Q.M.O. & O. R.R. is in town, it is said to examine the ground suitable for a general passenger and freight station for this road. Several offers of land have been made, but it is not known which will be accepted. It may be said to be a foregone conclusion that the station will be on the Flats, or in a locality near by on the Richmond Road.

22/05/1880 *Ottawa Citizen* *QMO&O* *Chaudiere*

Mr. Walter Shanly is in the city in connection with the proposed depot for the QMO&O Railway. He is said to be favourable to the Bank Street site.

23/05/1880 *Perth Courier* *Canada Central*

New additions to the rolling stock of the Canada Central railway since the change of gauge are as follows: 17 locomotives, 6 passenger cars and 100 freight cars.

24/05/1880 *Almonte Gazette* *Canada Central* *Renfrew*

The Renfrew Mercury understands that the railway company will shortly commence the erection of the long-talked-of new station at that place. The present arrangements, as has been noted before, are insufficient and inconvenient for the accommodation of the travelling public.

24/05/1880 *Almonte Gazette* *Canada Central*

CANADA CENTRAL EXTENSION - Last week a broad gauge engine was taken up to Mackey's station on board the morning train from Pembroke. It is to be used for constructing and other purposes above where the track is now laid to as the track above Mackey's is, for the present, to be constructed of broad gauge. Five or six broad gauge cars to be used with the engine went upon board the train from here on Saturday morning. The old engine that was wrecked on the Extension last fall has been loaded on the cars and taken through Pembroke on the way down the line.

25/05/1880 *Kingston Daily British Whi* *Canada Central*

W. Kelly a retired hotel keeper of Carleton place has sued the Canada Central Railway for \$10,000 for the loss of a hat.

Identical wording in the Kingston Daily News of 21 May 1880

01/06/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Work will probably be resumed on the Chaudiere Railway Bridge in the course of a few days or when the water recedes eighteen inches.

02/06/1880 *Ottawa Free Press* *QMO&O*

The alleged escapade of the Vice-Regal party on the Occidental Railway in their recent trip to Quebec, is shown by official correspondence to have been without any foundation, in fact. There was no danger to the train or party, as the railroad men knew their duty and did it. The expansion of the rails by the heat, preventing the closing of the switch, was the cause of the stoppage of the train at Montebello.

02/06/1880 *Ottawa Citizen* *QMO&O* *Montebello*

Correspondence regarding the Vice Regal train puts the matter in a completely different light to that reported in L'Original News shows the narrow escape to be an imaginary affair.

To C. Scott, Assistant Superintendent.

Regarding the crossing of the VR train with No. 3 Express at Montebello on 20th. D. Williams, conductor of No. 3 says the switch at the east of the station could not be opened on account of expansion. The train proceeded to the west end in order not to delay the VR train. There they got in on the siding, but had difficulty in turning the switch back for same reason as per above. The VR train was under control a mile before reaching the station. After much exertion the switch was turned and the train proceeded on time. R. Whitehead, driver of the VR train states he could see No. 3 for some miles before reaching the station and had his train under control for one mile before reaching the station. He proceeded slowly until 500 yards from the switch. When turned he proceeded to Hochelaga.

J.F. McFarlane.

Took Vice regal train from Hull on 20th instant. When about one and a half miles from Montebello where I had to cross Express No. 3, on looking out I saw No. 3 backing into the siding from the west end. Steam was shut off and we approached cautiously and stopped dead about 500 yards from the switch. The switchman had some difficulty in turning the switch as the rails had expanded. Nothing out of the ordinary occurred.

Jas Kearney, Conductor of the Vice Regal Special.

04/06/1880 *Almonte Gazette* *Canada Central* *Brockville*

ACCIDENT ON THE C.C.R. - On Saturday afternoon of last week, a brakeman on the C.C.R. named King, while walking on the cars near Brockville, was struck by the Grand Trunk bridge. His nose was broken, and he also received a severe cut on the back of the head.

04/06/1880 *Almonte Gazette* *Canada Central* *Smiths Falls*

Robert O'Brien, now an employee on the C.C.R., had one of his hands badly crushed while coupling cars at the Smith's Falls depot.

10/06/1880 *The Nation* *Toronto and Ottawa*

Ottawa June 7. The parties now in possession of the Toronto and Ottawa Railway charter have written, requesting the city to grant an extension of the time for commencing construction till first May, 1831 [sic]

14/06/1880 *Ottawa Free Press* *Canada Central* *Gauge change*

The bustle and activity to be seen at the station on the morning of the departure of the regular train for Mackie's station is surprising. The amount of supplies for the railroad and the different stations on the line sent up every morning is very large. Tuesday morning last another broad gauge engine and some eight or ten cars of rails went up. The passenger traffic is also very large, the cars being crowded both on the departure and arrival of the train as by far the greater proportion of the men coming from the bush after a winter's work or going up to drive logs or timber, go up or come down by the train instead of the boat as they used to do. Pembroke Observer.

Also reported in the Renfrew Mercury June 18.

15/06/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

The advantages to the purchaser of all rail coal are becoming more and more appreciated, as its marked superiority becomes apparent in use. The tedious delays of shipments by water, the long canal route, together with breakage by repeated handling and exposure to weather, constituting an increasing objection to the old mode of shipment, Messrs. McRae, Ahern & Co., last year, inaugurated the all rail system with the Delaware and Lackawana Coal Co. and St. Lawrence and Ottawa R.R. Co., and are this year increasing their facilities by having a switch track running into their new coal sheds at the St. L. & O. Co.'s depot. This route has the advantage of shortest distance, and forwards coal more promptly than any other line, four days being the average from the pit's mouth to Ottawa, the coal arriving in the original coal dump cars of five tons each. Hence, the customer can depend on his being furnished with clean, fresh mined coal, direct from the mine, and not as heretofore, broken, dusty or wet.

16/06/1880 *Ottawa Free Press* *QMO&O*

City Council - A plan of the proposed railway station on Bank street, from the Hon. Mr. Chapleau, was laid before the Council, also a telegram, which stated that the Government of Quebec was willing to erect the building on Bank street provided the corporation would pay one third of the cost.

Referred to Board of Works and Finance Committee.

16/06/1880 Ottawa Citizen St. Lawrence and Ottawa

Not content with their large coal shed at the Canal Basin, Messrs. McRae, Ahern & Co. are now erecting extensive coal warehouses at the St. Lawrence and Ottawa Railway Company's Depot. The Railway Company are placing a track to run into the sheds and the coal bins for the various sizes of coal will be so arranged that the coal will be discharged directly from the original cars in which it left the mines into the bin, without any of the cartages and handling, which formerly used to ensue, with its consequent dust and breakage. The dump cars in which McRae, Ahern & Co. receive their all-rail coal are a feature in themselves. They hold about five tons each, and the car is so constructed that on turning a handle the bottom falls down and the coal is deposited instantly in the shed.

18/06/1880 Renfrew Mercury Canada Central Renfrew

A new semaphore has been put up at the station, over the entrance to the ticket office. It can be worked by the telegraph operator, as the handle is close to his desk, as soon as he receives any information by wire, to be signaled to engine drivers.

19/06/1880 Ottawa Free Press QMO&O Chaudiere bridge

Work on the Chaudiere bridge at the Chaudiere will be resumed in about three weeks. The water is still about a foot and a half too high to permit of operations being carried on.

19/06/1880 Ottawa Citizen QMO&O Chaudiere bridge

Work will re-commence on the Chaudiere Railway bridge about the first week in July. The water is about eighteen inches too high at present.

23/06/1880 Ottawa Free Press Canada Central Brockville

After July 1st the ferry steamer Armstrong will transfer cars C.C.R.R. to U.&B.R.R. and vice versa enabling merchants to forward freight from any station on the C.C.R.R. to New York, Boston etc., and vice versa without transfer. Brockville Recorder.

25/06/1880 Ottawa Free Press QMO&O

There is a rumor in Toronto that the Quebec Government has had under consideration for some time past a plan for the disposing of the Q.M.O. & O. Railway to a private company. More.

02/07/1880 Ottawa Free Press QMO&O

With the completion of the Chaudiere railway bridge it is proposed to run a branch line of railway from the Occidental railway to the iron mines. The distance is only about three miles and it would facilitate shipment of the ore, or the manufactured article, as is proposed by the company now forming. The construction of such a piece of railway would not cost much, while it would prove of value to those interested. The railways on the Ontario side of the river will have right of way over the Occidental so that there would be no trouble in the shipment of iron or ore.

03/07/1880 Ottawa Citizen Maniwaki

It is proposed to run a branch railway from Hull to the iron mines. The idea is a good one.

09/07/1880 Almonte Gazette Canada Central Almonte

On Saturday last, the train which should have arrived here at a few minutes past six, did not reach Almonte until 10 o'clock - about four hours late. The delay was caused by some mishap on the Grand Trunk. Whilst on this point, we would inquire whether the law does not require in such a case as the delay of a train, the time of its expected arrival should be posted in a conspicuous place outside the station.

15/07/1880 Ottawa Citizen QMO&O Chaudiere bridge

Mr. Armstrong, Mr. Beemer's timekeeper, invited Dr. Graham, Mr. Registrar Washburn and some other gentlemen to take a trip on the tug boat around the works of the Chaudiere bridge today. The water was just rough enough to make it exciting, some of the visitors making the observation that the agitation must be caused by the Aylmer lake serpents. The coping on abutment number four and the bridge seat on pier number eleven are finalized having only one abutment unfinished, the rest being ready for the iron work.

19/07/1880 Ottawa Free Press QMO&O

The committee appointed to consider the proposed extension of the Q.M.O. & O. R.R. to Bank street will meet this afternoon.

19/07/1880 Ottawa Citizen QMO&O Chaudiere bridge

Work on the Chaudiere Railway bridge has again been commenced in real earnest and, barring accidents there is every prospect of trains running over the structure before the fall. Mr. Beemer is making good progress with the piers. The work is as fine a piece of masonry as anyone would wish to see, and is indeed a credit to the contractor. It is of most substantial character and should the superstructure be as good there will be no danger of a repetition of the Tay Bridge disaster here. The work has been delayed somewhat but this was unavoidable, the high water having acted disastrously.

20/07/1880 Ottawa Free Press QMO&O

Yesterday afternoon a joint meeting of the Board of Works and Finance committees was held for the purpose of considering the proposed extension of the Q.M.O. & O. R.R. to Bank street, a telegram having been received from the Hon. Mr. Chapleau urging immediate action in view of the early prorogation of the Quebec Legislature. The question was fully discussed and the Mayor instructed to inform Mr. Chapleau that the Council could go no further at present than to grant exemption from taxation, say for a period of ten or twelve years.

22/07/1880 Ottawa Citizen QMO&O Chaudiere bridge

While men at the Chaudiere bridge works were loading stones on a large barge by the aid of a derrick, the boom snapped. Dupuy who was on the barge and directly under the boom, heard the cracking of the timber and made a dive into the river. He came up again immediately, his hat still in his head, and he swam to shore and coolly went to his work again.

22/07/1880 Ottawa Citizen St. Lawrence and Ottawa

PROSPERING UNDER THE N. & P.

A CITIZEN reporter, yesterday, visited the new coal sheds and railway siding now completed at the St. Lawrence and Ottawa Railway Depot, for Messrs. McRae Ahern & Co. The sheds are undoubtedly the finest ever constructed in Ottawa, and the great dread of householders - wet coal - seems now to be a thing of the past. Nearly every day sees a train of coal cars switched on to the siding, and their contents dumped by the simple turning of a crank, without any of the old style shoveling, with its consequent breakage and dust. These cars vary in size from five to twenty tons capacity, are loaded directly at the Delaware, Lackawanna and Western mines, cross the river at Ogdensburgh and the coal, clean and even sized as when it left the mines, is tumbled into the shed. From present indications the all-rail route for coal to the city seems to be the natural way for it to come, as this mode of conveyance combines the grand essentials of speedy delivery, cleanliness of coal and unbroken sizes, and with a track running directly into the sheds, as in the case of Messrs. McRae & Ahern, all these advantages are secured to the consumer.

23/07/1880 Almonte Gazette Canada Central

About 1000 men are now employed by the C.C.R. above Pembroke.

23/07/1880 Renfrew Mercury Kingston (CP)

A Kingston despatch, dated the 19th inst., says: It is said that the Kingston and Pembroke Railway Company will commence to extend the line towards the Madawaska about the 1st of September.

30/07/1880 *Almonte Gazette* *Canada Central* *Almonte*

THE C.C.R. ASSESSMENT - the Canada Central, through their counsel, Mr. Walker, of Ottawa, appealed from the decisions of the Courts of Revision in Almonte and other municipalities along the line of railway, fixing the assessment of railway property, to the county judge. Messrs. T. Coulter, clerk, P. Cunningham, assessor, and J. Jamieson, counsel for the village of Almontet, were in Perth on Tuesday last, when the hearing of the Almonte case and the arguments of counsel occupied the sitting for the day, the decision of Judge Senkler being reserved. The contention of the railway company is that buildings - tanks, station-houses, freight sheds, &c. - are necessarily a part of the superstructure, and as such are not assessable. All the municipalities wherein railway buildings are erected, are interested, but the fate of one case will virtually decide them all.

30/07/1880 *Renfrew Mercury* *Canada Central* *locomotive*

A new locomotive from Jersey City was received at Brockville last week, for use on the line of the Canada Central Railway in place of the antiquated "No. 2" so long employed by the directors of that road. This was the first engine to cross from Morristown, N.Y., on the recently rigged up ferry boat "Armstrong." Perth Expositor.

04/08/1880 *Ottawa Free Press* *Tramway* *Perley & Pattee*

A danger signal is now hoisted on Bridge street when Messrs. Perley & Pattee's tramway cars are crossing the roadway.

06/08/1880 *Renfrew Mercury* *Canada Central* *Renfrew*

To the Editor of the Renfrew Mercury

Sir - there has been for the last two weeks a second railway in the village, or rather a branch line, called "Russell's Railroad," as it runs from Canada Central track down to Mr. L. Russell's lumberyard. Already a large quantity of lumber has been shipped over it, and it has proved of great convenience to Mr. Russell, as instead of drawing his lumber to the station for shipment, he now only has to draw it a short distance from the mill and the property at the back of the residence. We believe he thinks of running the branchline right to his mill, but at present is rather undecided as to which is the most advantageous route to be taken, on account of the heavy cut that would have to be made in some of the hills. The present line is not very long, but it is a very good down grade, and for this reason, when Canada Central Railway hands placed a car with broken brakes on it, they put blocks of wood under the wheels to prevent it running down. Next morning Mr. Antoine Denis came along and prepared to let the car down to the lumber piles, not knowing that the brakes were useless. So the blocks were pulled away and off started the car with Antoine on board. The car commenced to run and Antoine went to work to put on the brakes, but of course, in the condition they were in, with no effect in stopping the speed of the car. Folks at the other end of the line were beginning to wonder whether the car would run into the river or not, when it ran off the end of the track a few feet and stuck in the ground, Next time Antoine goes down Russell's railroad on a lumber car he will examine the brakes before he starts.

DOWN TOWN

06/08/1880 *Almonte Gazette* *Canada Central*

CANADA CENTRAL - This company will shortly run a night train from Ottawa to connect at Brockville with the trains from east and west, and will prove of great advantage to persons between Carleton Place and Brockville who may wish to take either of those trains. The Coburg Car Company are building two sleeping cars for the railway, which looks as if there would be no change of cars at Brockville.

06/08/1880 *Almonte Gazette* *QMO&O* *Chaudiere bridge*

The contractor for the construction of the North Shore Railway bridge across the Chaudiere Falls says that the work will be completed in three month's time. The placing of the superstructure commences in a fortnight,

06/08/1880 *Almonte Gazette* *Canada Central*

CANADA CENTRAL RAILWAY. - scene: Train going south. (Enter conductor collecting tickets.) Poor widow offering fifty cents, declaring that is all the money she has, and wanting to be taken to Bellamy's. The conductor refuses, and says he will put her off, when she requests to be taken to Smith's Falls, where she will borrow the money. The conductor says, "I will give you just the time enough to dive down into your pocket and bring out that old wallet and pay the fare, or I will stop the train and put you out," at the same time reaching up and taking hold of the bell cord. The poor widow, who had been all the time protesting that was her last cent, and charging the conductor with hardness of heart, dives suddenly into her pocket and produces a dollar bill, much to the disgust of the passengers who had evidently been disposed to sympathize with her. The conductor knew her best.

12/08/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

A handsome new locomotive for the St. Lawrence and Ottawa Railway left for its destination this afternoon from the Canadian Locomotive Works. Kingston News.

12/08/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

A SERIOUS RUNAWAY - yesterday morning a team of horses attached to a buggy, in which was seated Messes. James McLaren, of this city, George Brett, of Whiteball, and the driver, shied at a passing locomotive at the St. L. & Ottawa railway station, and attempted to run away. The buggy collided almost immediately afterwards with a coal cart, throwing Mr. Brett and the driver to the ground, and demolishing one of the wheels of the buggy. The frightened horses continued on the course of Dalhousie street, upon which thoroughfare the buggy was wrecked upon a pile of stones. Mr. McLaren was thrown out at this point, and had his left knee badly cut. Mr. Brett also suffered some slight injury to the face and knee. The driver was similarly treated. It was a most fortunate escape for the occupants of the buggy.

13/08/1880 *Almonte Gazette* *Canada Central*

ACCIDENT TO SECTION MEN. - the section man working on the line south of Smith's Falls live in that village and enjoy the usual means of locomotion, viz, the hand car. A freight train is due to pass over their section about twelve, which they are supposed to see pass before starting for dinner. Owing to the neglect of this regulation on Thursday last, James Dignan got a broken rib, a bruised body and a throw of about thirty feet, whilst the hand car was made into match wood. The train caught up, and before the men could get out of the way was upon them. Better eat a cold dinner than lose a life in the hurry to get a hot one.

13/08/1880 *Almonte Gazette* *Canada Central*

CANADA CENTRAL RAILWAY. - this company has been going into the business of appeals against assessments by wholesale, and by reason of the judges holding that buildings are not to be separately assessed, but stations, freight sheds, tanks, &c.. are all to be valued as part of the railway proper, they have been successful in all cases, in Carleton Place the assessment has been reduced from \$16,000 to \$7,500, and in Almonte from \$6000 to \$4000. It is certain that all other kind of property is rated in proportion to the improvements on it, then why not railways?

19/08/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Work on the iron superstructure of the Chaudiere railway bridge will be commenced early next week. It is expected that it will take about a month's time to get the south bridge on and about the same period to complete the northern section.

20/08/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Beemer's contract on the Chaudiere bridge works will be completed before the end of next month,

20/08/1880 *Almonte Gazette* *Canada Central* *Arnprior*

RAILWAY ACCIDENT - As a firemen named Hudson was assisting in the unloading of freight at the Arnprior station on Saturday last, a barrel of apples slipped and fell upon his leg, crushing the ankle joint badly

21/08/1880 Ottawa Citizen QMO&O Chaudiere bridge

The iron for the Chaudiere Bridge is now arriving by the Canada Central. Eighty car loads of the iron have arrived at Morristown. Also reported in the Ottawa Free Press for 20 August.

24/08/1880 Ottawa Free Press St. Lawrence and Ottawa

A new weigh house has been constructed at the St.L.& O.R.R. yard.

24/08/1880 Ottawa Free Press QMO&O Chaudiere bridge

Forty-six carloads of iron for the iron superstructure of the Chaudiere bridge have arrived, and the agent of Clark, Reeves & Co. was engaged today in passing it through the customs. Active operations are to be commenced at once.

25/08/1880 Ottawa Citizen QMO&O Chaudiere bridge

Mr. Beemer, the contractor, expects to finish the stone work on the Chaudiere bridge by October.

26/08/1880 Ottawa Citizen St. Lawrence and Ottawa

COAL CONTRACT - The contract for 500 tons of soft coal (Canadian) for the Government Buildings has been awarded to Messrs. McRae, Ahearn & Co.

27/08/1880 Renfrew Mercury QMO&O Chaudiere bridge

Mr. Beemer expects to have his work on the Chaudiere Railway bridge completed before the end of next month, so that the superstructure can be erected without much delay. Work on the iron superstructure will be commenced early next week. It is expected that it will take about a month's time to get the south bridge on and about the same period to complete the northern section. Iron for the superstructure has begun to arrive by the Canada Central Railway. There were eighty car loads of this iron at Morristown last week, and it is being ferried across as rapidly as possible, and brought to this point. The work of putting up the iron bridge will be begun at once. Free Press.

27/08/1880 Renfrew Mercury Canada Central

On Saturday last we noticed on the freight train at the railway a small propeller, requiring, however, three flat cars for its safe transportation. On making inquiry as to its destination we were informed that it was the "Falcon" formerly plying somewhere on the St. Lawrence and that it was being sent up by Mr. Worthington to be employed on the Upper Ottawa at Mackey's station in the Western Extension C.C.

27/08/1880 Almonte Gazette Canada Central Carleton Place

RAILWAY MISHAP. - Considerable damage was done to some of the rolling stock of the C.C. Railway at the Carleton Place junction, on Friday evening last, in consequence of a misplaced switch.

27/08/1880 Renfrew Mercury Canada Central wood

Messrs. John Kemp (a Carleton County Councillor) and Wesley Cherry of Stittsville, have the contract for cutting wood on the line of the Canada Central. They have been at work a month now, and have got nicely started into the 8,000 cords to be cut up, having gone through some 1,200 cords. The following are places where wood is stored viz.:- Ottawa, Stittsville, Ashton, Carleton Place, Franktown, Smiths Falls, Perth, Irish Creek, Bellamy's, Arnprior, Renfrew, Haley's, Cobden and Pembroke. The machine used is a patent one. It is called the "Firefly." Some thirteen men are kept in constant employ. A boarding house on wheels, a car stable and a flat car for the transport of the wood cutter, form the contractor's stock.

28/08/1880 Ottawa Citizen Union Forwarding

The directors of the Union Forwarding and Railway Company are at present on a tour of inspection along the line. They go as far as Des Joachims.

30/08/1880 Ottawa Free Press St. Lawrence and Ottawa

The St. L. & O. Railway company is constructing a siding to Mr. McClyment's mill in New Edinburgh.

Montreal has its Victoria Bridge - which may be justly classed as an engineering triumph - and Ottawa will shortly have its Chaudiere Railway Bridge in its entirety, as the structure is rapidly approaching completion. It is now about a year and a half since the work upon it was first begun, and as it nears the end its growth appears more rapid. The approaches either side are completed, and track laid, while the piers and abutments are nearly finished, there only being one pier left yet to build out of the eleven required, and this will take some four weeks yet. The superstructure will be finished about the end of October, and it will not be long after that before trains begin to cross. Yesterday afternoon a Free Press reporter paid a visit to the scene of operations and gleaned some particulars of the work which may prove of public interest.

The approaches,

The approaches to the bridge on either side are quite extensive and required a great deal of labor to be performed. The approach on the Ontario side is a regular curve starting from the junction with the Canada Central line at the engine house, the distance being 43,000 yards; the approach on the Quebec side is much straighter and takes in 7,500 yards. But in addition to this on Mr. Beemer's contract, there are 35,000 yards of filling in to be done on Lemieux Island, which forms a connecting link for the double bridge. The approaches are lined with rip rap work on each side, within a short distance of the top, so that the embankment may not be injured by the water when the river rises.

Piers and abutments

There are eleven piers and four abutments. Five of the piers are in the channel on the Ontario side and six between the island and the Quebec side in the main channel. The masonry is solid, being done in Portland cement, which becomes impervious to water in three days. The size of the piers are 8x24 at the top, and the following is the height of each of them, from base to summit, according to the engineer's statement. They are numbered from the Quebec side to the Ontario side, the feet and inches of each pier being as follows"

Que channel

No. 1..25

2--23

3--24.5

4--24.5

5--29

6--33

Ont channel

7--23.6

8--25.6

9--25

10--24

11--24

The deepest part of the channels is between piers 5 and 6, on the Quebec side and near the island. The bottom of the river at this point, according to soundings taken goes down to almost a point, being V shaped on the plans. The depth of water is at present 45 feet at the deepest section. The river is about down to its summer level at present, but allowance has been made for a rise of twenty-two feet before the superstructure would be reached. The river at the point where the bridge is located was only twelve feet higher than its present level the time of the great flood in 1876, so that ample margin has been left for any greater rise - ten feet.

The spans

The Ontario section of the bridge will have five spans of 158 feet each and one of 168, while the Quebec section will have six spans of 158 feet and one of 258 feet. The last is a good stretch, and reaches over the main channel. This gives a total of 2,164 feet of bridgework, about one third of a mile, making it the second largest bridge in Canada. The bridge will therefore form, when completed, one of the attractions of this city. It will look particularly fine from Parliament Hill, the Chaudiere, or Hull.

The superstructure

The approaches, abutments and piers are essential to any bridge, but the superstructure is the bridge proper. The superstructure of the Chaudiere railway bridge promises to be extremely fine, judging from present appearances. It was recently noted that some eighty carloads of iron for the bridge was now on its way having arrived at Morristown. A good deal of this has arrived at its destination, and on Thursday last work was begun on the bridge under the superintendence of Mr. R.A. Simmons, superintendent of construction for Clark, Reeves & Co., the contractors. Last evening the second span from the Ontario side was almost completed. This is remarkably quick progress. They expect to have the entire superstructure completed inside of two months. There are thirteen spans in all - six over the Ontario channel, and seven over the Quebec channel. The iron necessary for the bridge on the Ontario side will be brought in by the Canada Central Railway, and that for the Quebec section of the bridge by way of Montreal. Cars are loaded at the works in Phoenixville, near Philadelphia, and the iron brought clear to its destination without any transshipment, the cars being ferried over from Morristown to Brockville.

Putting a bridge together.

It is quite an interesting proceeding, the putting of the bridge together. First a wooden trestle is erected between the piers, starting from a shore end. This trestle is called false work, as it is only intended to serve a purpose, and that purpose is to aid in the erection of the substantial structure that is to stand the test of traffic, travel and time. Upon this trestle work, which is wider than the intended bridge, a rail track is laid, and the iron to form the superstructure is distributed. The centre panel is first raised, then the others along to first one end of the span and then the other, what is called "a traveller" being used. When the iron forming the span is all connected the trestle work is knocked out, and that portion of the bridge sustains itself and a great deal more when put to the test. The end columns and top chords are the principal pieces of iron forming an iron truss bridge of recent invention, and after these comes the large floor beams, with four sets of longitudinal track stringers for the rails. The main iron columns and cords are braced together by diagonal tie bars and transverse bracing. Each span has a set of arched brackets with urns on the top corners. The truss is one of Clark, Reeves & Co.'s own patent pin connection. The bridge material is of wrought iron, with the exception of the compressive strains, (connecting) which are of cast iron. Mr. E.F. Dyer has charge of the iron work under Mr. Simmons, and Mr. A.A. Moore of the temporary wood work

Cost of the Bridge

The bridge, when completed, will cost some \$360,000. Mr. Beemer's contract, for the approaches, abutments and piers was about \$112,000, while that of Clark, Reeves & Co. for the superstructure is some \$200,000, making a total of \$312,000, to which must be added another \$50,000 for extras, giving a total in all, in round figures, of the amount first stated. In the superstructure there will be about 1,500 tons of iron, the duty upon which will amount to about \$28,000. Nearly \$9,000 was paid to the Customs the other day for about one third of the iron which is to enter into the bridge.

Notes

Mr. G.H. Massy is the Government Engineer who is watching the construction of the bridge, and the manner in which he bridge is being executed reflects credit upon his able foresight as well as the contractors who have the work in hand for the Quebec Government, which is having the bridge built in order to have railway connection with the rail system of Ontario as well as to secure the trade of the Upper Ottawa. The only thing that will be wanting is the construction of the Toronto and Ottawa Railway as an independent line to make the people of both provinces happy.

Mr. Beemer is completing his work on the interprovincial railway bridge in the most admirable manner, although a great many held that he would fail as the price was very low, being considerably less than the estimate of the Government, while Clark, Reeves & Co. will no doubt fulfill their contract to the letter as well. Mr. George Chrisman has acted as General Manager for Mr. Beemer in the work now so near completion.

In all probability trains will be crossing the new bridge in early November. This will prove a great convenience as heretofore the benefits of the

Occidental Railway has not been fully appreciated in the city by the long distance to the Hull depot of the road. With a union station at the Canada Central, this road will prove a much greater convenience and benefit than at present. The bridge will be a fine one, and a visit to the works will repay any one.

About 150 men are employed on the works - one hundred by Mr. Beemer and fifty by Clark, Reeves & Co. The most of those employed in putting up the superstructure are men experienced at that sort of work, consequently there is no delay or loss of time in the erection of the spans forming the bridge.

31/08/1880 Ottawa Citizen St. Lawrence and Ottawa

THE "BOOM" IN COALMr. McCulloch says there is a "boom" in his coal business, and evidence of the truth of the assertion is forwarded in the fact that the regular freight trains on the St. L. & Ottawa Railway cannot bring on enough to supply the demand. In order to meet the emergency of the occasion, Mr. McCulloch chartered a special train of fifty coal cars yesterday and brought in a fresh supply. This is enterprise.

03/09/1880 Ottawa Free Press Toronto and Ottawa Perth

The town bonus of \$75,000 lapsed yesterday -- Perth Expositor.

04/09/1880 Ottawa Citizen QMO&O

Inspection of the QMO&O by Gooderham with a view to purchase or lease.

04/09/1880 Ottawa Free Press St. Lawrence and Ottawa Prescott

The Grand Trunk station at Prescott Junction is to be removed further west, immediately north of the town, when the St. L. & O. will likely run their branch to the same point. The dining hall at the Junction has been demolished, dining cars now being attached to all Grand Trunk express trains.

04/09/1880 Ottawa Free Press QMO&O

Potential purchase of Q.M.O. & O. and incorporation into a scheme to Toronto.

06/09/1880 Ottawa Free Press QMO&O Chaudiere bridge

The bridge builders on the Chaudiere railway bridge were at work yesterday. This was necessitated by the false trestle work preventing the passage of logs to the mills at the Chaudiere.

10/09/1880 Renfrew Mercury Canada Central Renfrew

The regular train on Wednesday night was a little behind time, as it brought along a very heavy load of rails for the Western extension; and after it had passed it was followed by another train carrying rails which had been waiting at the station here. On Monday night a quantity of dualine was taken up and with this explosive on board, an extra amount of caution in pulling up and starting was noticeable. Business in fact seems rushing on the line at present; as nearly every second night a special freight train goes up to Pembroke, and returns again some time during the night, the whistle waking folks up at unaccustomed hours. The want of a sufficient siding at this station is felt by the officials when, as on Wednesday night, there were about a hundred cars here. - As winter approaches, the villagers are wondering when the promised new station to the south of the line will be erected, as it would be a great convenience for the travelling public. For the accommodation of merchants shipping local produce, a siding on the village side of the main line is really required.

17/09/1880 Renfrew Mercury Canada Central Sand Point

The railway station is undergoing alterations and repairs. The roof extending across the track has been taken down and the position of the ticket office and waiting room will be changed.

23/09/1880 Ottawa Free Press Canada Central Bells Corners

Residents of Bell's Corners and vicinity are anxious that the morning train on the C.C.R.R. should stop at that place. Can't their request be complied with?

23/09/1880 Ottawa Free Press Canada Central Chaudiere

Mr. John Macdiarmid, for three years past located at Stittsville, also managing the Bell's Corners station, has been promoted to the Chaudiere Station of the Canada Central in this city. His old position will be filled by Mr. Ault. Mr. Macdiarmid assumed his new position today. He is spoken of as an efficient employee.

24/09/1880 Almonte Gazette Canada Central Almonte

BALLASTING - The section men have been putting new gravel on the railroad track in Almonte this week.

RIGHT OF WAY - On Saturday evening last (16th), as the freight train was on its way north, a cow, the property of Mr. Shearn, butcher of this village, took possession of the railway bridge, but the train having the right of way the cow was very unceremoniously dispossessed, and that without process of law. The animal came out of the contest with a broken leg, and ultimately lost her life.

ALMOST AN ACCIDENT- As the A.M. train from the north was leaving Almonte station on Friday last (17th), a woman with a child in her arms attempted to step on board after the train was in motion, and but for the timely interference of Mr. George Reilly she would have been under the train, it requiring all his strength to prevent her going down between the platform and the train. The train was brought to a standstill and she was taken on board.

CIVILITY WANTED - We are informed that one morning last week a lady went to post a letter on the mail car going south and knocked at the door several times without getting any response. A gentleman stepped forward and taking the letter, again knocked, when the door was opened, the letter literally snatched, and the door slammed with such violence as proved it was temper that had not allowed the lady to mail her letter. If the public have the right of mailing on the train, that right should be permitted freely and cheerfully. The incident was the more noticeable as we believe it to be very uncommon.

THAT SWITCH- The frequency of trains over the road, makes the switch on Bridge street a greater inconvenience than ever, but much of the difficulty may be obviated by a little trouble. On Monday last, the afternoon freight train having some freight to take on or deliver at the station, the cow catcher of the engine just reached the cattle-guard on the north side of Little Bridge street, and blocked the road for all passers for over ten minutes. The cars next the engine were lumber cars and if two of them had been cut off and moved forward just the length of the engine all complaints would have been avoided.

SHANTYMEN IN MOTION - The vocal accompaniments to the music of every engine going north proclaim unmistakably that the winter denizens of our lumbering regions are on the move. A very large number passed upon the Monday evening train. The high prices lately ruling has stimulated production, and if the weather be favorable the get out this coming winter will be immense. It is said there is not a stick of square timber in Quebec,

24/09/1880 Ottawa Free Press QMO&O Chaudiere bridge

The iron work for the Hull side of the Chaudiere bridge has not yet arrived. The wooden trestle work for the first span has been moved from this side, and is in position for the iron when it arrives.

27/09/1880 Ottawa Citizen St. Lawrence and Ottawa

COAL ARRIVALS. - Over 200 cars of coal arrived over the St. Lawrence and Ottawa Railway last week.

27/09/1880 Ottawa Free Press Canada Central Chaudiere

A new turn table is being placed in position in front of the C.C.R.R. engine house at the Chaudiere. Men were engaged in this work yesterday.

01/10/1880 Almonte Gazette Canada Central Franktown

CASE SETTLED - In the collision which occurred some time since on the Canada Central Railway at Franktown, Mr. Brecklee of Smiths Falls, received a severe spinal injury, from the effects of which he has been laid up ever since. The action for damages was down for trial at the late Perth Assize but was settled by the Co. paying \$2000.

01/10/1880 Almonte Gazette Canada Central Almonte

WHERE WAS IT? - The Ottawa Free Press says that the Almonte railway depot was the only double one on the line, and that it has now been made single by tearing down one half. We are afraid the Free Press reporter has been seeing double.

02/10/1880 Ottawa Citizen Canada Central

Mr. James Worthington speaks with confidence of having this road in running order as far as Deux Rivieres, this fall. The trestle bridge across Bisset's Creek 80 feet high with 43 feet span (?) is about completed. There is another bridge in course of construction one mile distant, over a hole in the side of a mountain ? feet high the length from peak to peak of the rock being 150 feet. It will take 130,000 cubic yards of filling. This is the greatest obstacle at present as it will take about six weeks before the trestle work is finished.

08/10/1880 Ottawa Citizen St. Lawrence and Ottawa

Of late there has been a decided improvement in the management of the St. L. & O. Trains no longer move along at a snail's pace but make good time. The greater proportion of the road has been newly steeled much to the comfort of the passengers who can make the trip to Prescott without having the bottom knocked out of their ear drums. There are several miles yet to steel in the vicinity of Prescott Junction, which, when completed, will put the line on the list of first class roads. Mr. Peden, the assistant manager is a line man and is making things "boom" from a railway standpoint. The freight traffic has been unusually heavy and the passenger travel too has picked up wonderfully.

08/10/1880 Ottawa Free Press Kingston (CN)

The visit of Mr. Joseph Hickson to Great Britain has much to do with the prospects for a double track for the Grand trunk between Montreal and Toronto, and it is asserted with much confidence that this is a scheme certain to be completed within the next three or four years. It appears that all the bridges between Montreal and Toronto were built with double abutments with a view to a double track and that from an engineering point of view placing a double line between the two points is a very simple matter. After the double line is completed to Toronto the next stretch will be between Toronto and Sarnia. It is maintained that the Toronto and Ottawa road will, when built, not affect the Grand Trunk greatly, as arrangements will be made to run passengers from Ottawa over the Canada Central and Grand Trunk roads. Toronto World.

08/10/1880 Almonte Gazette Canada Central

TRAMPED [sic] TO DEATH - A nine year old boy, son of a man who is working on the Western Extension of the C.C. Railway, was trampled to death by a companion a few days ago.

It is stated that Mr. Gordon Starr, of Brockville, has received the appointment of Superintendent of the Canada Central Railway, which office was made vacant by the resignation of Mr. T.A. McKinnon, who takes the assistant managership of the Southeastern Railway, as stated last week.

09/10/1880 Ottawa Citizen QMO&O Chaudiere bridge

Twenty eight car loads of iron arrived in Hull by the QMO&O Railway for the new bridge.

12/10/1880 Ottawa Citizen St. Lawrence and Ottawa

ARRIVAL OF CARS. - A special train of thirty-four cars, loaded with coal, arrived at the St. L. and O. Railway depot yesterday for Mr. G.W. McCullough.

12/10/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

Between 5 and 6 o'clock last evening, a very important event in the history of the QMO&O Railway transpired - the laying of the last stone in the masonry work of the Chaudiere Railway bridge, the second largest of its kind in the world. The work of constructing the piers was begun on the 26th of July 1879, and it is safe to say, taking one consideration with another, was carried through with the utmost dispatch by the contractor Mr. Beemer. In a work of this character, and more particularly in a locality where strong currents prevail, there are many difficulties to contend with and that Mr. Beemer should have surmounted these in a little over a year reflects credit on his ability and energy. We will not purpose, at the present time, going into a detailed description of this magnificent structure, leaving that for a more remote period, but will merely add that the bridge is 3,800 feet in length, exclusive of 900 feet of island work which gives it a total length of 4,700 feet. It has eleven piers and four abutments, the masonry being second to none on the continent. The bridge, when completed, will cost about \$360,000. Mr. Beemer's contract amounted to about \$113,000. This item was considered very low by many and when Mr. Beemer was reminded of that fact by several contractors he merely in that hopeful way so characteristic of pushing Americans, "Gentlemen, I am going into this work with my eyes open and if I will finish it if I have to leave my purse behind." He has certainly carried out his determination and it is sincerely to be hoped will, instead of leaving his purse behind, have a handsome amount to his credit after meeting his liabilities.

CELEBRATING THE OCCASION

The laying of the last stone was, of course, the signal for festivity. The ceremony was successfully performed in the presence of Messrs. MacKay, Wright, Dr. Graham, Mr. Lawless, Mr. Washburne, Mr. Massey, the engineer, Mr. Fotheringham, the inspector, Mr. Crissman, Mr. Beemer's superintendent, a representative of THE CITIZEN, and the men employed on the works. Hearty cheers were given for the contractor, after which a basket of champagne was introduced and several toasts were given.

THE CONTRACTOR'S HEALTH

In proposing Mr. Beemer's health, Mr. McKay Wright said the bridge spoke for itself; it was a monument to the ability of Mr. Beemer and was destined to carry the traffic of the great west to the great east. He spoke feelingly on this matter. As a native of the county of Ottawa and a quondam resident of Hull, he welcomed the arrival of Mr. Beemer as a happy augury, because he knew the importance and greatness of the work he had undertaken to perform. That work had been accomplished and he believed he was expressing the sentiments of everyone present when he said that it had been done with the utmost satisfaction. A few years' ago he never dreamt that he would be standing on piers erected on the bottom of the Ottawa River, but a short distance above the Chaudiere Falls, and knowing the many and serious difficulties that had to be contended with, he was amazed at the work being completed in so short a time. It was a great work, not merely limited to the trade between Quebec and Ontario, for in building these piers they were laying the foundation of a railway that would extend across the continent carrying traffic from Halifax to Vancouver. He hoped to live to see the ocean traffic passing across the bridge and perhaps seeing an ambassador from Japan passing through Hull, en route to St. James Court. Mr. Beemer certainly had every reason to be proud of his work and he sincerely hoped that it would not be the last work of this magnitude he would be permitted to undertake (Applause).

MR. BEEMER'S REPLY

Mr. Beemer said he was not a good speech maker, and whether he was a good bridge maker or not he would allow those present to judge, as the work he thought would speak for itself. He had to thank the citizens of Hull most cordially for many kindnesses received at their hands, and also the Engineer, Mr. Massey, who was a perfect gentleman in every sense of the word and performed his work honestly for his employer and with justice to the contractor. The inspector, Mr. Fotheringham, was an upright man, and though very strict in having things carried out to the letter, it was a pleasure to deal with him. He could conscientiously say that the work was second to none, and would stand for generations after the company had been laid in their narrow cells of clay (Applause)

THE ENGINEER

Mr. Massey, the Government Engineer, in response to a toast, said he hoped Mr. Beemer would stay in Ottawa. It was a pleasure to work with such a contractor and one thing he wished to say about him, which was not characteristic of contractors, that he never took advantage of the absence of the engineer, but performed his work as though he were present. The masonry was a creditable piece of work, and he hoped Mr. Beemer would, in the future, be fortunate enough to secure many profitable contracts. (Applause)

Inspector Fotheringham's health was also proposed and responded to by that gentleman after which Captain offered to take the party on

A CRUISE AMONG THE TWENTY ISLANDS

in the little Chaudiere. The suggestion was heartily approved of and the yacht Peterson steamed up the rapid current in the beautiful moonlight, where no other vessel had ventured before. The trip was a most delightful one. The numerous islands covered with autumn foliage sparkling in the soft light of the moon and the silver sheen on the rippled waters imparting a grandeur to the scene most pleasing to the eye. The yacht reached her moorings below the bridge, about seven o'clock when the party separated much pleased with the afternoon's entertainment.

12/10/1880

Ottawa Free Press

QMO&O

Chaudiere bridge

The last stone of the Chaudiere Railway Bridge was laid last evening between five and six o'clock, in the presence of a number of gentlemen and the men employed on the works. Mr. Beemer's health was afterwards proposed and drank. Mr. Massey, the government engineer and Inspector Fotheringham were also honored. Captain Blondin afterwards took the party on a cruise among the islands of the Little Chaudiere in the steam yacht Peterson. The bridge is 3,800 feet in length, exclusive of 900 feet of island work. There are eleven piers and four abutments. Mr. Beemer's contract amounted to \$113,000.

12/10/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

The masonry work of the new Chaudiere bridge will be completed to-night. Mr. Beemer, the contractor, will put on a force of 100 men to complete as speedily as possible the filling in on the island.

14/10/1880

Ottawa Free Press

QMO&O

Chaudiere bridge

Mr. Beemer has his men at work filling in the island links of the Chaudiere Railway Bridge, gravel cars are being used.

15/10/1880

Renfrew Mercury

Canada Central

Renfrew

Brick is being sent by Mr. Henderson from his brick-yard, in this village, to Mackey's Station on the Western Extension.

15/10/1880

Almonte Gazette

Canada Central

FOR THE RAILWAY EXTENSION - Mr. John Tosback, with a gang of twenty-five men principally from Ramsay and Almonte, left on Wednesday evening to work during the winter on the on the C.C. extension, sixty-five miles north of Pembroke. Now that business is improving - begging to "hum" as our N.P. friends would say - and our laboring class and mechanics are nearly all gone elsewhere, wages should increase considerably during this fall and winter.

15/10/1880

Almonte Gazette

Canada C

Sand Point

Sand Point is to have a new railway station.

16/10/1880

Ottawa Citizen

QMO&O

Long article on a meeting concerning the location of a Union Depot. Some said should be at Elgin Street and some said should be at the Chaudiere. Unless the city gave some assistance the depot would be at the Chaudiere. Advantages of Chaudiere was that none of the lines would cross the streets and it would be alongside water.

The late manager of the St. Lawrence and Ottawa had said that it would cost \$300,000 to run a line from the Chaudiere to Bank or Elgin Streets.

Meeting was adjourned and another meeting would be held.

Similar account in the Ottawa Free Press, same date.

18/10/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The first construction train was run over the Chaudiere Railway bridge on Saturday. Dr. Malloch was among the passengers on board. (In the light of subsequent reports this presumably refers to the first construction train on the bridge)

18/10/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

A large number of persons visited the Chaudiere Bridge, which has recently been extended to the island, yesterday. Operations have been commenced on the Quebec side.

19/10/1880 *Ottawa Free Press* *Canada Central* *Brockville*

Report of farewell banquet for Mr. T.A. MacKinnon at the St. Lawrence Hall, Brockville.

20/10/1880 *Ottawa Free Press* *QMO&O* *Chaudiere*

Mr. Chapleau and the Q.M.O. & O. R.R. officials who were in the city, have decided to have the depot for that road located at the Chaudiere, near the C.C.R.R. depot.

21/10/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

The G.T.R. authorities are to stop running the branch train from the junction into Prescott this week.

22/10/1880 *Renfrew Mercury* *Canada Central* *Renfrew*

Mr. Munro's brick layers are now at work building a wall around the Canada Central turn-table in this village. The wall is 6 feet high and 130 feet in circumference.

26/10/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

ARRIVED - A barge load of Briar Hill coal arrived yesterday for McRae & Ahern [sic] & Co. This is the only importation of this kind of coal made by Ottawa dealers.

28/10/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Beemer is rapidly completing the embankment of the Chaudiere bridge.

29/10/1880 *Renfrew Mercury* *Canada Central* *Renfrew*

This is a state of affairs which is naturally satisfactory to the C.C.R.R. Co., so far as the amount of business this road is doing from Renfrew is concerned. But it is not equally satisfactory to the merchants of this village, who had to contend against a similar inconvenience at this time last year. They understood then, however, that when the change of gauge was effected, there should be no more of their waiting for as many as twenty cars at a time, when they were urgently required. With fewer cars on hand than are wanted, those who do not get accommodated first are apt to complain that favoritism has been shown to those who get ahead of them: while "first come, first served," is the principle they think that should be observed and carried out, with all alike, especially at this season, when extra accommodation is required. We understand that between the present short supply of rolling stock and the large quantity of freight waiting to be moved, the Company will not take an order for more than one car from any individual or firm. - The representatives of the mercantile interests, who spoke at the MacKinnon banquet in Brockville, while giving all due credit for improvements which have taken place in the management of the road of late years plainly expressed their opinion that there was room for still another improvement - a change in the direction of lower rates. The merchants here supplement that hint with this other, that more accommodation of the kind above referred to, is required. We propose to give one other, namely that the travelling public in this section, who have occasion to leave or arrive at Renfrew, would fully appreciate the Company giving them the proposed new station at as early a date as possible.

29/10/1880 *Renfrew Mercury* *Canada Central* *Haley's*

The Montreal Telegraph Company have opened a new office at Haley's station, on the C.C. Railway. It was ready for business on Thursday of last week, Mr. W. Kelley having fixed all the apparatus by that date. The operator is Miss Moore, the daughter of Mr. Dudley Moore, the station master at Haley's.

01/11/1880 *Ottawa Free Press* *QMO&O* *Hull*

On Saturday morning last two boys named Desjardins and Galarneau were arraigned before the Hull Recorder on a charge of stealing some 200 railway tickets from the Hull depot of the Q.M.O. & O. R.R. They were remanded until Thursday next.

02/11/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Mr. Beemer, contractor for the Chaudiere Railway Bridge, has put on an extra gravel train to facilitate the work of filling in the embankment on the island, which forms a connecting link for the bridge. The work is progressing favorably.

02/11/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

COAL. - Three car-loads of American coal have arrived at the St. Lawrence and Ottawa Railway for Messrs. Bate & Co. Several others will arrive later on.

02/11/1880 *Ottawa Free Press* *Tramway* *Perley & Pattee*

Messrs. Perley & Pattee are extending their tramway in their new lumber yard at the Chaudiere, and otherwise improving the same.

04/11/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

An extra gravel train has been added to the rolling stock already employed in filling in the embankment at the Chaudiere Railway bridge so as to facilitate the work.

05/11/1880 *Almonte Gazette* *Kingston (CP)*

ATTEMPT TO WRECK A TRAIN - On Monday evening the train on the Kingston and Pembroke Railway was coming along near Riddell's crossing, about two and a half miles south of the Mississippi River, the engine driver notices a railway tie lying athwart the track. He had not sufficient time to stop the train but slackened enough that when the obstruction was reached it was quietly shoved off by the cow catcher. There is no conjecture as to who is the guilty party, or why the attempt to wreck the train was made. The Company are offering \$100 reward for the apprehension of the guilty Person.

08/11/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

On Saturday night during the storm, the traveller used in erecting the superstructure of the Chaudiere railway bridge, a heavy piece of iron work, together with some tools, were blown off the forth span and fell into the river. It is feared they cannot be recovered. The accident will probably delay the work a week.

09/11/1880 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott*

The St. Lawrence and Ottawa Railway company have commenced running trains west over the Grand Trunk Railway to the Union Station at the west end of Prescott. The old station at Prescott Junction has been dispensed with and the work of demolition is now being proceeded with. Travel on these lines has greatly increased of late and present appearances augur well for the success of these roads as the managers have decided to run a line of palace cars through between Ottawa and Toronto and the elegant sleepers between the same points which enterprise must prove exceedingly beneficial to the travelling community, and will doubtless be appreciated by all travelling over this favorite road.

12/11/1880 Almonte Gazette Canada Central

A GENUINE "BOOM" - The traffic on the C.C.R. was never so large as it is at the present time. An employee of the road informs us that all the company's cars, as well as all the foreign ones obtainable, are in constant use, and still there are not enough to meet demand.

The Canada Central have never been doing so big a business as at present. So says the Brockville Recorder.

CORRECTION - Mr. Luttrell's position on the C.C.R. will be that of Assistant to the Manager, and not Superintendent, as stated in a former issue.

12/11/1880 Almonte Gazette Kingston (CN)

At the Brockville Assizes, in the case of Jones vs. the G.T.R.R. an action to recover damages for being put off a train, his ticket being out of date, the judge held that the plaintiff did not fulfill the contract or conditions written on the ticket, and therefore non-suited him.

12/11/1880 Almonte Gazette Canada Central

NIGHT TRAIN - The managers of the Canada Central intend to put on a night train between Ottawa and Brockville to connect with the Grand Trunk Railway east and west. A Pullman car will run through to Toronto.

15/11/1880 Ottawa Free Press QMO&O Chaudiere bridge

A large number of people visited the Chaudiere Bridge yesterday, which is now all completed with the exception of one span. A number of men were working there yesterday. It is expected that the bridge will be formally opened by His Excellency the Governor General shortly.

17/11/1880 Ottawa Citizen Canada Central

The CC railway is doing a rushing business at present, the regular trains being unable to move all of the freight offering even with the assistance of occasional "specials".

18/11/1880 Ottawa Citizen QMO&O Chaudiere bridge

Another carload of iron is required for the completion of the QMO&O Railway bridge.

19/11/1880 Almonte Gazette Canada Central

A car load of dynamite, for use in blasting operations on the Weestern Extension, went up by special train on Tuesday evening of last week

19/11/1880 Almonte Gazette Kingston (CP)

Some time ago a cow threw a whole freight train off the track on the Kingston side of Sharbot Lake, K. & P. railway, causing twelve hours' delay.

19/11/1880 Almonte Gazette Canada Central Franktown

ACCIDENT- on Thursday afternoon last, about 2:00, Mr. William Nevens, conductor of a freight train, met with a painful accident while coupling two cars at Franktown station. It appears that while in the act of coupling the two cars he had the thumb of his right hand fearfully bruised by the two cars striking heavily together, unexpectedly. Immediately after the accident occurred, a telegram was sent to Brockville for an order to run an engine to Carleton Place to have the hand dressed. The order was instantly received, and a dispatch was sent to Carleton for a doctor, but the operator happened to be absent at the time and no reply was made. A dispatch was then sent to Almonte, to which place they ran the locomotive, where Dr. Mostyn was in attendance, and skillfully dressed the injured hand. Mr. Nevens is a resident of Brockville, and will be unable to use his hand for some time. - Herald

24/11/1880 Ottawa Free Press QMO&O Hull

Reiterates the proposal to build a branch line from the Q.M.O. & O. to the Hull iron mines.

25/11/1880 Ottawa Free Press Canada Central

Mr. Archer Baker informs a Free Press reporter that the Canada Central Company takes control of the Western Extension between Pembroke and Mackay's station on the 29th instant, Monday next. The general Manager states that the scenery along the new portion of the line is particularly beautiful, especially during the summer season.

26/11/1880 Almonte Gazette Canada Central Pembroke

CURIOUS PETITION. - A petition is in circulation in the township of Pembroke, praying the C.C.R. Company to compensate the residents of Lower Town for the inconvenience and disturbance caused to people there by the passage of trains. This seems to the Observer to be a very singular move and one that must be considered as one behind the age.

26/11/1880 Renfrew Mercury Canada Central

The Pembroke Observer says that the section of the Western Extension between Pembroke and Mackay's Station, some 46 miles, and which has been in a running order for some considerable time past will be formally handed over to the Canada Central authorities on the 1st of December. The contractor, Mr. James Worthington, has been running the road during the past summer and autumn and has been doing a rushing business. The revival in the lumber trade has necessitated the transmission to the woods of immense quantities of shanty supplies of all kinds this season, most of which has passed over the Extension. The line will therefore prove no unprofitable addition to the Canada Central. Mr. Archer Baker, manager of the latter road, came up here last week with the object of arranging for the transfer. The new time tables for both roads have not yet been published, but will likely be given in a few days. It is probable that the headquarters of the mixed train which leaves Pembroke for Ottawa at noon will be moved to Renfrew. From that point, we believe, a train will run each way - one to Ottawa and the other to Mackey's Station. The regular morning and express will, however, continue to run between Pembroke and Ottawa and Brockville as heretofore. The offices of the extension will be moved to Mackey's Station at the time the transfer takes place, and we understand Mr. G.W. McDonald is preparing for that event.

26/11/1880 Ottawa Citizen QMO&O Chaudiere bridge

In conversation, yesterday, with a prominent official of the QMO&O Railway, in reference to the formal opening of the Chaudiere bridge, a Citizen reporter was told that the date for the formal opening had not been positively decided upon but that it would in all probability be on or about 9th December, as stated yesterday. Trains will, it is expected, cross the bridge before that time.

It is said Canada Central Railway, some of whose stockholders are largely interested in the Pacific Railway Syndicate, are contemplating the lease or purchase of the QMO&O Railway in the event of parliament ratifying the agreement with the syndicate. By controlling the QMO&O the Canada Central would have a through line from Lake Nipissing to Montreal and Quebec, and by bridging the St. Lawrence above Brockville where the water is shallow would also have another through line, by the Utica and Black River and New York Central Railways to New York. It is rumored, in the event of the consummation of the first mentioned scheme, nearly all of the workshops of the company, now located at Brockville would be removed to Ottawa.

Yesterday a conference was held at the Russell House between Mr. Archer Baker, manager of the CCR and Mr. Senecal, superintendent of the QMO&O in reference to the proposed station at the Chaudiere. It is understood that the plans submitted were approved of and that the improvements will be completed in two months. The passenger station will face on Broad Street, a little south of the corner of Queen Street and will be about 50 by 60 feet, in the rear of which will be a covered platform between three and four hundred feet long and two tracks. The passenger station will be divided so that there will be a separate entrance for each company. Extensive freight sheds will also be erected. Some other improvements are also to be made in the yard, for which Mr. Beemer has the contract.

26/11/1880 Ottawa Free Press

QMO&O

Chaudiere

A conference was held at the Russell House yesterday between Mr. Archer Baker of the Canada Central Railway and Mr. Senecal of the Q.M.O. & O. Railway, with reference to the proposed union station which is to be constructed on Broad street, Chaudiere. It is understood that the places were approved of, and that Mr. Beemer will have the contract. It is said that the Canada Central Railway contemplates the lease of the Q.M.O. & O. Railway, which would give them a through line from Lake Nipissing to Montreal and Quebec.

27/11/1880 Quebec Saturday Budget Canada Central

The Canada Central Railway has reduced its fares from Ottawa to Brockville.

Mackey's station 25th November 1880.

Having in view the handing over on October 1 next year of the Western Extension of the Canada Central Railroad from Pembroke to Mackey's station, by the contractors for the construction thereof, Messrs. Duncan McIntyre and Co., your correspondent was under the impression that a description of this route, as far as it has been opened for general traffic would not be without interest to readers of the Citizen and more especially to those whose business has reference to the section of the country opened up by the traffic now established. In days gone by, and not so long since either, lumbermen had to convey their stores by the long and wearisome route from Renfrew to Pembroke by team. The road, as many of those who remember will testify, was a dreaded and difficult task, the up hill and down dale kind of progression, in all seasons of the year was something beyond conception. If there was not snow there was mud, or both.

Much omitted.

Your correspondent chose to make the trip by a construction train, surmising that by so doing he would be sure to meet on board some of the practical men connected with the road. He was right in his conjectures, for there was Mr. Adam O. Eastman, who is the mechanical superintendent and Mr. Richard Cardiff, the conductor, both of whom were most anxious to afford all the information that lay within their power. The train left Pembroke about half-past eleven a.m. and as it slowly moved out of the depot, it crossed the wide estuary of the Muskrat River, that runs into Alouette Lake - that is the broad expanse of water that lies between the town and Alouette Island. The bridge is the most substantial wooden structure, 1,880 feet long with metals laid as true as a die, and skirting the lake shore of the town. The view from the cars here was a pretty one.

On the one side

The Town of Pembroke

presented the same industrious look as it has ever done, while away to the northward Alouette Island with its long, low lying shore, besprinkled with snow here and there, betokened the approach of grim winter. However, inside the caboose it was warm and comfortable and with a smooth road underneath the train howled along merrily. A few miles out of town there are to be seen some snug and very well built brick farm houses and some apparently well cultivated lands around them. Some short distance before

Pettewawa

eleven miles distant from Pembroke is reached, the land becomes sandy, as those of Arabia Deserta, and is in some places as rolling as a Western prairie, and where the fires in days gone by, have swept through, it is covered with a bush of low growth, wherein it is said that last year moose were shot. The land along the immediate line of the road in this neighbourhood is not particularly well adapted for agricultural purposes, but it answered the ends of the contractors well, as it furnished excellent ballast, better, in fact, than can be found in many of the roads constructed during late years. The timber along the line where small undergrowth of pine does not exist, is principally small birch and white poplar. The former is good for bobbin making and the latter for paper manufacturer. Apropos of both it is said that some enterprising men are about to lay hold of both industries and there is no reason why they should not - there is plenty of water power to be had, and an easy means of transit for the material produced. Near here, and across the Petewawa river is a three span iron bridge built like the one across the Ottawa River at the Chaudiere, a most substantial structure by the Phoenix Bridge Company of Philadelphia. This passed, then comes another tract of land bearing a somewhat desolate look. More brush, and a long and unoccupied tract, sandy and clay flats, having withal charms to the eye of the contractor of a railroad, inasmuch as it presents no obstacles in the shape of rock cutting. The track from Pettewawa to

Chalk River

21 miles from Pembroke, is as level as a croquet lawn, and it is well ballasted. This river is crossed by a Howe truss wooden bridge, 80 feet long and then the station is reached. This is a primitive structure (as yet) of logs, but when finished, your correspondent is assured it will really be a most commodious place. On the south side of the Chalk River for a few miles at least, there are some good farms to be seen, and the buildings thereon are quite up to the average of what one expects to see in what is de facto a backwoods country. Mr. Eastman, no mean authority by the way, says that near there, a belt of hardwood extends for several miles, and will in time become a valuable farming district. A little further along brings the traveller into the burnt district proper,

WESTON

28 miles from Pembroke. Here there are two pieces in the ravages of the great fires of 1872, that devastated the whole region clean away to the Mattawa. What a scene of desolation it presents! The great, ghostly, stalwart pines denuded of every sign of verdure, stand up on every hill and crag looking like the dismantled masts of some vast fleet of vessels stranded by a freak of nature. The dry arid soil asks one to wonder where when and how these monarchs of the forest derive nutriment to keep them alive so long as they existed. He and there are dotted shanties sacred to the numbers of lumbermen of bygone days, that's the whole picture is one of an other wilderness. Some day or other, peradventure, all this apparently sterile ground may by the ingenuity of man be put to some use - Quien sabe? At present it looks somewhat doubtful. Here the traveler comes in view of

A BEAUTIFUL CHAIN OF LAKES

That called Black Duck is the first in importance - and here it may be said that the nomenclature of those sheets of water are due to the surveyors and the railroad men, each lake being named according to what fish or game is found in the vicinity. Well, Black Duck Lake is just one of those places to gladden the heart of a sportsman. A Weston, or, at all events, near there, is an excellent settlement, and some capital farms are in its vicinity. That passed, there are some stoney ridges that put one somewhat in mind all of the Free Grant lands in Muskoka, where an enterprising settler used to sow his fall wheat with a shotgun. Peradventure, it would be a good field for a geologist, but for an agriculturist - not much.

However, rough as the country is, the contractors have made an excellent road and have chosen the easiest route that could be found through a most unpromising looking country, even here the steel rails and the excellent ballast has made the track as smooth and smoother than many of the old road. The North Chalk River is a very inconsiderate stream to all appearances, but in reality a most important feeder to several of the small lakes that go to form the chain already spoken off; it is crossed several times, and here en passant it may be said this is a paradise for "lovers of the angle," as fish beyond counting are to be captured in this facility. The North Chalk is crossed by what is technically called a "deck bridge," of good substantial construction then comes Bass Lake, not very large, but the black bass from whence it takes its name about there, and not far from that those who love noble games, in the shape of deer, can find ample sport. Near here the contractors have a large steam shovel at work digging into a huge bank of sand for the purpose of working ballast and filling places where the line was previously trestled. Here Messrs. McIntosh & Co. have got a forge, some shanties and a boarding house for their employees. The trucks are loaded at the ballast pit, and taken to what is known as the "big fill", near

POINT ALEXANDER

33 miles from Pembroke, where is a trestle work of 800 ft long, and which is now being filled in so as to make a solid embankment. The manner in which this is done is a most ingenious one, but your correspondent is almost afraid to undertake the task of describing the modus operandi, so let it suffice to say, that by means of "grab chains," and an arrangement for "dumping" the ballast cars, a whole train can be unloaded in about two minutes, and goodness alone knows how many tons can be put into that hollow in that space of time. The work appeared to be going on with the regularity of a chronometer. Every man and everything was in its place and these celerity with which that ballast went down into its place was really most astonishing to anyone not versed in the business. Two miles further along Hesart Lake is reached, so-called from the supposed resemblance to the shape of a heart. Here there is a cutting which has been made since the original survey was undertaken, and thirty-seven chains have been saved in distance. The old line was located on the south side of the North Chalk, but a subsequent survey of the ground found that the one adopted now was the correct one.

MOORE'S LAKE

is the next station, and it is 40 miles from Pembroke. Moore's Lake is a very considerable sheet of water and here is the watershed, for from that to the westward the latter flows while from Heart Lake, to which there is a declension of 75 feet, not by the railroad track, but by descent down the

valley, in one mile, the water runs eastward. From Pembroke to Moore's Lake the road is an upgrade; from there to Mackey's it is downhill but it is excellent traveling, and all that could be wished for. Near here is Big Lake, a piece of water that the empties itself into the Des Joachim Rapids to the westward, and from there to Mackey's there is an alternate lot of sand, rock, and plain to go through. Some of the cuttings, although not very deep are quite sufficient to have given the contractors a great deal of trouble, in as much as the rock was full of seams, and difficult to blast; but still with all those difficulties to contend with, a very level track has been laid, and it is one easy to travel over even on a construction train.

MACKEY'S STATION

47 miles from Pembroke, was, as far as your correspondent went, reserving his account of what is going on between that and the Mattawa for a future letter. At the station your representative was somewhat astonished to see such a hive of industry. A goodly farm spreads out on each side of the track, and a road leading out to Mr. Mackey's shanties is visible. At the station itself was a store, a day or two ago removed to Deux Rivieres, whereat all the hands employed upon the work of construction can obtain anything they require in the shape of necessities. Luxurious, or so-called luxurious in the shape of whiskey, are tabooed strictly, but raiment, and little odds and ends, that are indispensable to a backwardsman's kit, are to be obtained at city prices. One thing can be said, that the contractors have not adopted the "Tommy shop" system, and those of the hands who do not wish to take "store pay" can always get their cash. At Mackey's a large tract of land has been taken up for construction purposes, and perhaps it should be mentioned that from there to Bissetts Creek, the line for construction purposes is broad gauge; this gauge has been adopted in order to utilize some rolling stock formerly belonging to the Canada Central Railway before the gauge was changed. However, as the work progresses one rail will have to be changed, and so reduce the gauge to the uniform width, such, as a matter of course, will correspond with the Canada Pacific when the junction is made at Lake Nipissing. At Mackey's a most commodious station has been built, though in time to come it will be but a "way station." At present it has a certain amount of importance, in as much as it is the headquarters of Mr. Worthington, Mr. A. G. Eastman, and several others of the officials of the firm of contractors. At this station the Ottawa River narrows, and the great big Laurentian range, the "backbone of America," comes closely encroaching on Quebec to Ontario - but of that more anon. At the station where, by the same token, your representative was ready for a good dinner, provided by Mrs. Debellefeuille, an Englishwoman with a garlic patronymic - the refreshment room is equal and surpasses many of those on more pretentious roads. Dinner over your correspondent went with Mr. Worthington and Mr. Eastman to inspect the work, of which a brief sketch may not be unacceptable. Imprimis there is a blacksmith shop in full blast, a car repair in shop 60 ft long and calculated to hold two cars; and engine shed, semi-circular in form, frame built, but bricks inside from floor to rafter to hold four locomotives; a snow plow on an improved principle to those generally used on other railroads; a water tank fed by gravitation and all the appliances et hoc genus omne that go to make a complete piece of railroad work. Your correspondence left the line so far as it has been constructed, but tomorrow will go on to Mattawa, from whence he will send a report of what is doing on the work from Mackey's to the aforebaned place, Mr. Jas. Wortjingham [sic] being his cicerone.

29/11/1880 Ottawa Free Press Canada Central Brockville

For some time past a report has been assiduously spreading to the effect that as soon as the Canada Central Railway got possession of the new Western extension, the major portion of the workshops at Brockville would be removed to Ottawa. This report evidently had its formation in the fertile imaginations of some of the Ottawa newspapermen, and is as devoid of truth as the wildest statements of the historical Maunchausen. In conversation last night with the manager, Mr. Archer Baker, we were informed that when the new extension is completed and in running order, there will of necessity be a workshop nearer the further end of the road, as it would scarcely pay to send an engine in need of repairs from the upper end of the road to Brockville, but there is no intention of removing the shops from this place. In reference to the other statement, that the Canada Central Company were negotiating for the Q.M.O. & O. Railway, Mr. Baker stated there was in fact no authority for such a statement, but significantly added that "stranger things have happened before"- Brockville Recorder.

30/11/1880 Ottawa Citizen QMO&O Chaudiere bridge

In the course of a few days, Mr. Beemer will have completed his work on the Chaudiere Railway bridge. Among the contemplated improvements in the Canada Central yard is a new culvert, 30 feet wide, and for which Mr. Beemer has the contract, in connection with the widening of the track.

30/11/1880 Ottawa Citizen Canada Central

CCR will commence to run through sleeping cars to Toronto. Steel rails are being put in between Brockville and Ottawa.

01/12/1880 Ottawa Citizen St. Lawrence and Ottawa

It is understood the St. L.&O will further improve their track in the spring. The road is now running in splendid condition. Recently a sort of "lightning express" was run from Ottawa to Prescott in one hour and fifteen minutes. To those who remember the three and four hour journey of other days, the improvement under the new management will be better appreciated.

02/12/1880 Ottawa Free Press QMO&O Chaudiere

Mr. C. Heney, for some years past landing waiter at the Lower Town depot of the St. L. & O. Railway, will next week be removed to a similar position at the Union Depot of the C.C. & Q.M.O. & O. Railways. Mr. A. Maclean will then take charge at the St. L. & O. Railway.

03/12/1880 Renfrew Mercury Kingston (CP)

--It was reported in Kingston on the 30th that the extension of the railroad would be commenced in January and that Flower Bros. had the contract. The branch line will pass in close proximity to the Lavant iron mine, recently purchased by a Kingston mining company.

03/12/1880 Almonte Gazette QMO&O

THE OCCIDENTAL RAILWAY. - the manager of the Q. M. O. & O. Railway stated today that the unusually early closing of navigation this season had thrown upon the road vast quantities of freight for transit quite unexpectedly, and the danger was that there would be "more than they could handle." "the past few weeks," said an official, "there has been just about six times the amount of freight there was at the same period last year, and our carrying resources are taxed to the utmost, and additional rolling stock, as matters appear to be shaping themselves, will be the only way out of the difficulty. The class of freight seems to be confined principally to farm produce. The Chaudiere bridge, between Hull and Ottawa will be completed in a few days. The Q. M. O. & O. Railway will then change their passenger timetable to connect with the Canada Central Railway from Ottawa west. There will also be two new sleeping cars, sixty feet long, and built in the Q. M. O. & O. Railway shops at Hochelaga, put on the line about that time. It is said they are the finest in America.- Montreal Witness.

The formal opening of the \chaudiere bridge will take place on the 9th of December - Thursday next.

03/12/1880 Almonte Gazette Canada Central

About 3000 sheep were shipped from the Renfrew station during one week last month.

Three csrloads of cattle and four of lambs were shipped from Cobden last week.

04/12/1880 Ottawa Citizen St. Lawrence and Ottawa Prec

The barge Erie is discharging a cargo of stone and coal for James Buckley. Another load is expected this week, and both barges will then go into winter quarters here. The river is clear of ice and the ferries are running their regular trips.

04/12/1880 Ottawa Citizen St. Lawrence and Ottawa

COAL ARRIVAL. - Eighty-one cars of coal arrived by the St. Lawrence and Ottawa Railway for McRae, Ahern & Co. and eleven for G.W. McCullough this week, About fifty more are expected before the week closes.

06/12/1880 Kingston Whig Standard Kingston (CN) Kingston

LAST NIGHT'S FIRE. - About 9 o'clock last night an alarm (the first in six weeks) was sounded. A spark had fallen upon the greasy floor of the round house at the Grand Trunk depot, and a dangerous blaze ensued. The railway employees kept the blaze in check until the fire brigade reached the station. The babcocks were sufficient to extinguish the flames. There was no serious damage done.

07/12/1880 Ottawa Citizen QMO&O Chaudiere bridge

Hull 6th. Superintendent Scott of the QMO&O accompanied by Mr. Peterson and Mr. Keefer, arrived at the Hull station last Saturday afternoon, where a first class carriage was attached to the Aylmer branch engine, in charge of driver Austin and conductor T. Fenell, and the party examined the Chaudiere bridge as far as the fifth span. The party afterwards went to Aylmer. It is expected that the last rail will be laid on Tuesday and the bridge tested on Wednesday and opened on Thursday.

07/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

The employees of Messrs. Clarke, Reeves & Co. leave tomorrow --

08/12/1880 Ottawa Citizen QMO&O Chaudiere bridge

Nothing definite is known concerning the formal opening of the Q.M.O. & O. Railway bridge, which is now completed. A number of men employed on the ironwork of the Chaudiere Bridge, having completed their work, have left for Toledo, Ohio, where a bridge is under construction on the Wabash road. A second party have gone to the Maine Central to construct another bridge.

08/12/1880 Ottawa Citizen St. Lawrence and Ottawa

A large quantity of coal arrived at the St. Lawrence and Ottawa Railway depot yesterday for Mr. G.W. McCullough.

09/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

It is expected that trains will be run across the Chaudiere Railway bridge on Monday. Mr. Shanly is to act as government inspector at the testing of the bridge. In this connection it is understood that changes will be made in the superstructure of all the bridges on the Occidental Railway, in the adoption of a clamp instead of bolt and nuts as a fastener of supports, an improvement invented by Clarke, Reeves & Co.

09/12/1880 Kingston Whig Standard Kingston (CP)

A SLIGHT ACCIDENT. - The engine on the morning train on the K. & P. RR. Yesterday, broke one of its cylinder heads and in consequence was behind time in reaching the city. The afternoon train was cancelled. The damaged engine, repaired, was attached to the train which left here at 7 o'clock. There is not much snow along the line of the railway.

10/12/1880 Almonte Gazette Canada Central Irish Creek

OFF THE TRACK. - on Monday last, says the Smiths Falls news, a couple of boxcars were run off the track at Irish Creek. Two freight trains were at the station, one on the main track and the other on the siding, the switch being turned for the train on the siding to run back on the main line, but when the signal was given to "back up" the wrong train responded and two cars were backed off onto the timbers of the bridge. An unsuccessful effort was made to get them on the track again, and they were unloaded and dumped over the side of the bridge to clear the track for the express, which was then waiting. The cars fell about six feet and landed on their side, not much the worst of their tumble.

10/12/1880 Almonte Gazette Canada Central Sand Point

The C.C.R Co. have built a new water tank at the station at Sand Point. The water is forced up from the lake by a powerful engine.

10/12/1880 Renfrew Mercury Canada Central Renfrew

The Pembroke Standard alludes to the "unaccountably and provokingly late arrival of the mixed train from Renfrew" on several occasions recently and very naturally wants to know the reason why. Perhaps the following information, obtained previously to our cotem's remarks, may afford the desired explanation. No less than five trains, comprising seventy-two cars and five engines, were at the Renfrew station on Monday afternoon: enough in length to fill the track from the station to away beyond where it crosses the public highway on the main street. With the limited amount of sidings at present, the officials find a difficulty in passing the trains with greater dispatch. The remedy would appear to be for the Company to give us the promised new station building as early as possible, and then the needed additional sidings, for which there is ample space, could be permanently placed. Some outsiders, astonished at the bustle to be seen at our station at times, have styled Renfrew (in railway traffic) the "second Chicago."

10/12/1880 Ottawa Citizen QMO&O Chaudiere bridge

The men employed on the Chaudiere railway presented Superintendent Simpson with a meerschaum pipe last night. He afterwards entertained the men at a supper.

10/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

It is understood that the Chaudiere Railway bridge will be tested tomorrow, and that on Monday trains will begin to run regularly over it. The Canada Central station will be used for depot purposes for the present. Mr. Reeves of the bridge building firm of Clark, Reeves & Co. is in the city for the purpose of settling the bridge matter with the Customs department. The superstructure of the Chaudiere Railway bridge was seized a couple of days ago for under valuation. It was entered at \$100,000, the duty upon which is some \$25,000. The contract price for the superstructure was \$194,000. The Customs department claim duty on some \$28,000 additional to the \$100,000. The matter is being arranged.

10/12/1880 Ottawa Citizen Canada Central

Mackey's 9th. The western extension of the Canada Central at this station and also at Bissets Creek is doing a very large business, both in passengers and freight, the latter being chiefly for the shanties. The track from Bissett's Creek to Deux Rivieres is being laid at the rate of a mile a day and a fortnight from now will see a train through to Deux Rivieres.

11/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

Two arbitrators are to be appointed to bridge over the difficulty between Clark, Reeves & Co. and the Customs authorities. The bridge company claim that they should only pay duty on their own price for the superstructure, while the government claim the right to collect on the wholesale value, and not on the manufacturer's price. The difference in the present case is about \$6,000. The decision that will be arrived at in this dispute regarding the duty that should be paid will be regarded as a precedent for the future.

13/12/1880 Kingston Whig Standard QMO&O

The Chaudiere Railway Bridge is under seizure by the government on the ground of undervaluation.

13/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

Mr. A. Fleck of this city, and Mr. Taylor of Montreal, have been appointed as arbitrators in the case of the Chaudiere Railway Bridge difficulty. The decisions of these parties, as to the iron superstructure, is to be accepted by both the customs department and Clarke, Reeves & Co.

13/12/1880 Ottawa Citizen QMO&O

Commencing Monday December 13 trains will run as follows etc. Shows trains running to and from Ottawa.

13/12/1880 Ottawa Citizen Canada Central Sand Point water

A new water tank at Sand Point has been constructed by the Canada Central Railway.

14/12/1880 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 make a connection with the Baldwin iron mines.

14/12/1880 Ottawa Citizen QMO&O Chaudiere bridge

The bridge was tested yesterday afternoon. Messrs. P.A. Peterson, Engineer-in Chief; Mr. C.A. Scott, Assistant Superintendent, Mr. Davis, Mechanical Superintendent; Messrs. Massey and Howard, Assistant Engineers and Mr. Reeves of the firm of Clarke, Reeves and Co., of Philadelphia, the contractors for the iron work being present. The test was more than satisfactory and more than fulfilled the requirements of the specifications. On the deflexion being taken the first 150 feet spans gave a minimum deflexion of 1/4 inch and a maximum of barely 1/2 inch; the maximum deflexion of the 250 foot span was but one tenth of an inch. All the spans, which were in succession covered by the five engines brought together as close as they could be, came up again and did not show any permanent deflexion. The bridge is calculated to stand a pressure six times greater than ordinarily to be put on it. The bridge is 2,100 feet in length and is second only to the Victoria Bridge at Montreal. Connection with the Canada Central. The connection between this line and the Q.M.O. & O. will probably take place in a week's time. Mr. J.R. Pruyne, the travelling auditor of the Q.M.O. & O. is in town with regard to the matter.

Messrs. Clarke, Reeves & Co. of Philadelphia are the builders of every bridge in so far as the iron work is concerned in the Q.M.O. & O. Railway, having constructed some fifty spans. The firm has built all the large bridges on the Intercolonial.

14/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

The first passenger train will cross the new Chaudiere Bridge on Monday next.

14/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

The roadbed of the C.C.R.R. at the Chaudiere has been widened, sufficient to admit of the laying down of another track.

Mr. Beemer, contractor has about twenty men engaged in putting up the stone embankment walls on the approaches to the Hull Railway Bridge. The vicinity of the Canada Central Depot is beginning to have a lively appearance. New signal lamps, similar to those used on the Q.M.O. & O. R.R. have been erected. They will be lit by electricity, the posts and wires having been put up.

The first passenger train will cross the new Chaudiere Bridge on Monday next.

It is expected that connection between the Q.M.O. & O. and C.C.R.R. will be made in a week's time.

14/12/1880 Ottawa Free Press Canada Central Chaudiere

It is expected that connection between the Q.M.O. & O. R.R. & C.C.R.R. will be made in a week's time.

15/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

Occidental Railway trains now run into the city.

The contract for the guard rails for the Chaudiere Railway Bridge was executed by Messrs. William Mason & Sons of the steam mills near the Little Chaudiere. The timber was cut on the firm's limits on the Chalk River, and brought down on the C.C.R.R., and cut up at the mill near the site of the bridge.

Mr. Taylor, one of the arbitrators appointed to settle the difficulty regarding customs duties on the Chaudiere Railway Bridge, has not yet arrived owing to illness, but will be here tonight or tomorrow, when the bridge will be taken in hand by the arbitrators.

15/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

The contract for the guard rails for the Chaudiere Railway Bridge was executed by Messrs. William Mason & Sons of the steam mills near the Little Chaudiere. The timber was cut on the firm's limits on the Chalk River and brought down on the C.C.R.R. and cut at the mill near the site of the bridge.

15/12/1880 Ottawa Citizen St. Lawrence and Ottawa

COAL. - The St. Lawrence and Ottawa Railway have brought in during the present season 1,836 cars of coal - 978 for G.W. McCullough and 850 for McRae, Ahern & Co.

16/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

Freight trains are running over the Chaudiere Railway Bridge but passenger trains will not begin crossing until next week.

17/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

Mr. Taylor, arbitrator in regard to the Chaudiere Railway Bridge, of Montreal, arrived today, and in conjunction with Mr. Fleck, proceeded to work in defining the value of the superstructure. They will likely come to a decision by tomorrow afternoon.

17/12/1880 Ottawa Citizen QMO&O Chaudiere bridge

A party of gentlemen, consisting of Hon. Mr. Caron, Minister of Militia, Hon. Mr. Chapleau, Mr. Judah of Montreal, Mr. Senecal, Superintendent of the railway, Major. Chapleau, Mr. H.J. Beemer, and several other officials, crossed the QMO&O Railway bridge yesterday in the official car. The trip was a very successful one, crossing the structure at an ordinary rate of speed.

17/12/1880 Almonte Gazette Canada Central Brockville

It is understood that the Canada Central Railway intend buying or building an elevator at Brockville during the coming winter, so as to be ready for the opening of navigation, to accommodate the grain business. This does not look like the removal of trade from Brockville.

18/12/1880 Ottawa Citizen Canada Central Chaudiere

Mr. Archer Baker, the general manager of the Canada Central railway stated to a reporter yesterday that the company were doing an immense business, in fact were forced to borrow cars from the Grand Trunk Railway to meet the "boom". In order to keep their yard from being over crowded, the cars are sent over to Hull by the QMO&O Railway bridge and brought back as required.

18/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

The Government are getting an expert from the west to assist in the arbitration of the Chaudiere railway bridge matter. No settlement will, therefore, be arrived at for some days.

As the plans for the depot and freight sheds to be constructed for the joint use of the Canada Central and QMO&O Railways have been materially changed since an account of them was published in the Citizen some weeks ago, it may be of interest to give the public an idea of the buildings in their altered state. The passenger depot is to be located in close proximity to where the freight sheds of the Canada Central now stand, the sheds being removed to give way to larger and more commodious ones, to be erected in another spot, as hereafter shown. A covered platform extending 450 feet in length will be built beside the depot in order to have the trains under cover. The depot will be two storeys in height, 75 feet long by 50 feet wide, and will be fitted up regardless of expense. On the lower storey there will be a ladies first class and second class waiting rooms and offices for the officials, and on the second storey, rooms for the train despatcher and conductors and for general purposes. The depot will cost \$10,000 the expenses being borne equally by the two companies. Each company will build a freight shed for its own use and convenience, a roof covering the space between them. The Canada Central Railway shed will be built in the northern part of the yard, near Rochester's mill, and the QMO&O Railway shed will be placed some distance south of it, the space between the two to be utilized by tracks which will run under the roof. The sheds will be 35 feet wide and 300 feet long and will cost about \$6,000 each. In addition to the improvements mentioned, the companies will have to expend a large sum for grading and putting their grounds into proper shape. The bridge over the waterworks aqueduct is also to be enlarged, so as to admit of the lines of both companies crossing the structure. A large force of men is now engaged on the work in progress, and it will be pushed rapidly forward to completion.

A new track is being laid at the Chaudiere for the Union Railway depot. The regular passenger trains in the Oriental Railway begun running regularly into the city today. It is not expected that the arbitrators in the Chaudiere Railway Bridge matter will arrive at any decision until Thursday as there is a good deal of work to do in making the estimates.

The Canada Central R. R.

THE WESTERN EXTENSION

From Mackey's to the Mattawa.

TWO HUNDRED MILES UP THE OTTAWA

DURREL'S HOTEL, MATTAWA, Dec. 7th, 1880

Your correspondent's last letter was dated from Mackey's station, fifteen miles from Bissett's Creek- beyond which, indeed approaching it- the road has been constructed in the face of what, at first sight, appear to be almost insurmountable difficulties; but it seems, however, wherever there is a foothold for any living creature, a railway engineer can run a line; and certainly in the present case, Mr. W. F. Biggar has accomplished a work of which he may be proud, for he has laid a road in first class style, over the most unpromising piece of country it was ever the lot of your correspondent to see. For some short distance from Mackey's, say about as far as

ROCKCLIFFE

the cuttings are chiefly sand and boulders, and the work was not particularly heavy. The scenery round Rockcliffe is very fine, and Mr. McIntyre's house is a favorite resort in the summer time for those who wish to rusticate or enjoy the fishing, with which the place abounds. Chains of lakes and streams, on either side of the river, literally team [sic] with fish of all kinds. Red deer, caribou, moose, and the several kinds of feathered birds are plentiful in this vicinity, while the scenery partakes of the wild character of Switzerland. Those people who have been in the habit of going into raptures over the beauties of the St. Lawrence and the Thousand Islands little know the lovely spots that exist almost at their own door, and which, by the railroad, are now made easy of access. Mr. McIntyre is a genial, whole-souled host, full of quibs and jokes, "Rise saws and modern instances". as the bard of Avon said years ago.

It was a splendid morning when your correspondent left Mackey's station for Bissett's Creek, having in view the traversing of the line from that point via Deux Rivieres to Mattawa, the latter being

TWO HUNDRED MILES AWAY

But of this more anon. After passing Rockcliffe the country becomes extremely rough. There is one stone cutting over 20 feet deep, and some gulleys, ravines and mountains have to be passed, and in one place, from the summit of the hill to the base of the valley, must be at least one thousand feet. A conundrum may be asked the engineer as to how he successfully managed to get over the country past Rockcliffe, for honestly speaking it looks as if the fag end of creation had been shoveled up there. At the creek some most excellent engineering work has been done, and certainly at

BISSETT'S CREEK

close to where Mr. Mackey has his farm, now quite a village has sprung up. This settlement, of course, will not last long. It may have an ephemeral existence, and then it's place will know it no more. Built up to serve the convenience of the occasion, it will serve its purpose, and become one of the "has beens." That is the village, of course, but your correspondent must not forget that at present all along to Deux Rivieres are jotted camps and shanties of most comfortable construction, wherein in men are boarded and cared for in a matter not often seen along a line of railroad. The approaches to the station at Bissett's Creek are made by means of a well laid track across a sandy plain, which succeeds a cutting through an obstinate class of rocks, seamy in its formation and worthless for any purpose beyond that of ballasting. As the train leaves Bissett's, so far as your correspondent went with Mr. Jas. Worthington, he noticed a station, a store, a freight house, about half a dozen boarding houses, a large tank, from whence the iron horse will in future obtain liquid refreshment, and a host of other appliances indispensable to the complete working of a railroad. The creek is crossed by a truss bridge, constructed on the Howe principal, with permanent trestles approaching the bridge. The former, of course, will be filled in. The bridge is 65 feet above the level of the creek, and is a structure likely to last as long as the solid rock on which the foundations are laid, as long as the rock itself. Then comes the

BIG TRESTLE BRIDGE,

or as it is called in railroad parlance, "the big fill". This is a piece of structure - trestle built, over a yawning chasm 800 feet long and nearly 100 feet deep from the deck of the bridge to the surface of the space at present filled in. The trestle has been constructed, as it may be said, in three stories, each one being braced in a most substantial manner. Its lowest depth is 80 feet, and there are enough boulders around the foundations of that trestle to make a man feel uncomfortable if he sat down suddenly from the top of the forced trestle to the bottom. The trestle is on a curve, and contains about 300,000 square feet of board measured of timber in it, and goodness only knows how many cubic yards of soil it will take to fill in what looks like until the similitude of the dried up bed of the River Styx.

Beyond this place is another trestle about 300 feet long, by about 25 feet high. By the kind invitation of Mr. James Worthington, your correspondent was afforded the opportunity of being the first passenger to cross it on the engine. There was heaps of fun in the operation, as there was just a probability of a coroner's inquest taking place the next day. It did not come off, and behold - from ten miles outside the pale of civilization, the scribe sully [sic] liveth and and snoreth, &c.,&c. By the way, I should have mentioned that on the road to Bissett's Creek your correspondent noticed some large timber destined to be used in the completion of the last span of the Chaudiere bridge, and it may be interesting to know that that timber was the first that has as yet been sent over the western extension of the Canada Central Railroad. Bissett's Creek can boast of a good bakers shop, a smithy, and another establishment where dry goods are not dry, and which circumstance is the cause of some trouble with the officials of the road. At Mackey's station, where good wholesome beer is kept, even on dry days, no trouble is either anticipated or experienced; the men are quiet, civil and well-conducted; it is only where "hard stuff" is sold - and very hard it is at that - where rows are to be apprehended, and they are not of frequent occurrence.

It was a fine clear morning about ten o'clock, when your correspondent left Bissett's Creek, behind Mr. James Worthington's spanking team, en route for Deux Rivieres. Of course as the rails were only laid for about a couple of miles distant from Bissett's Creek, the journey had to be made by road, and the latter is as full of bumps and irregularities as the back of the bison, the drom(e)dary or the iguana. Sleighing was not good, tobogganing on a tea trade down a staircase was smooth traveling compared with that road. Of course something got smashed and had to be repaired. Your correspondent had, in the days of his adolescence, read of the late Napoleon Bonaparte crossing the Alps, and he pitied him accordingly, by reason of the journey - but let a Christian Englishman drive from Bissett's to Deux Riviere, with a man that can't speak anything but French, and the party of the second part cannot speak anything but English, the thermometer down about 10° below zero, 14 miles of a road to drive, with the cutter sometimes at an angle of 45° on either the port or starboard hand, and may be you won't wish yourself at the end of your journey. It took about 4 hours to do that journey. Occasionally a glimpse of the railroad line was to be had, but more occasionally there wasn't one to be seen; and to tell the truth the scribe did not look very particularly after it. The line passes through the valley of Bissett's Creek, and as the said valley is deep and some distance from the Government highway, there is not much to be seen of it until Murray's Portage is reached at the foot of the L'Evieille Rapids, where near Mr. Peter White's mill a gang of men are to be seen at work, making a cutting through sand mixed with boulders, but not very hard work for either contractors or men. Arrived at Deux Rivieres and being hospitably entertained by Mr John Worthington, your correspondent took a walk over the work in the neighborhood of the village. He found the line well graded for some distance on either approach to the north-west and south-east. So far as the latter is concerned, the cutting is for about six miles sand, intermixed with boulders and rock, and among the latter Messrs. Wm. Dunn, J. Tracy and Martin Conroy, who have been working on the line, declare most positively they have found excellent specimens of coal. By the way, at Deux Rivieres there are several stores, and among others are those of Duncan McIntyre & Co, T. & W. Murray, Millar Bros., Timmins and Gorman, and sundry others on a smaller scale.

As the line crosses Kelly's Bay, there is a pretty hard rock cutting about 18 feet deep, which is being blasted out on the dualine, and at its mouth is 600 feet of crib-work faced with stone. Underneath this is a wooden culvert, which drains a creek running into the bay before mentioned. This passed through then comes a long sand-cutting, which crossing the high road leads down to O'Farrell's at the head of the rapids, from whence the neat little steamboat Mattawa picks up her passengers for the village of that name. Bidding for the time being a temporary adios to Mr. James

Worthington, your correspondent was entrusted to the tender mercies of Capt.. B. J. Mulligan, and at his hands to be delivered, "right side up with care," in Mattawa, consigned to Mr. J. A. McDonald, a stalwart Glengarry man, who is "walking boss" of the section from Mattawa eastward. Mr McDonald very kindly volunteered to show your correspondent all that was to be seen, the next day - and he kept his promise too. Before going on to that part of the sketch, it may as well be said that a prettier trip can scarcely be imagined than the one from Deux Rivieres to Mattawa. The bold scenery on either hand has to be seen to be appreciated. As the boat left O'Farrell's, a light feathery drifting snow was falling, and the rays of Old Sol struggling to make his light visible, with here and there glimpses of sunshine illuminating the forest glades, and making matters look gladsome, the wintry aspect of the hills notwithstanding. Captain Mulligan is as good an authority upon the topography of the shorelines as he is a pilot, and would only space permit, some of his stories as to the doings of lumberman in days gone by would be of interest to the readers of THE CITIZEN. He pointed out to your correspondent the line of the railroad as it follows the river, and seem to know where all the difficult spots, and where the hardest work is to be done. Not very far from

KLOCK'S FARM

on the Ontario side of the Ottawa River, there is a pretty tough rock cutting to be made, and, indeed, for four miles between the village of Mattawa, there are some difficult spots to go over and get through. Some of the boulders look as if they had been there since the days that Noah went cruising around, and appear to be of bastard granite and difficult to move. Mr. McDonald, who took your correspondent over about five miles of the work, appears to be just the man for getting over a difficult line of country; he has the level-headedness of a Glengarry man, the sure-footedness of a chamois, the knowledge of the bush that would do credit to an Indian, and a most intelligent manner of explaining matters to anyone not versed in railroad work. That is one thing that your correspondent can vouch for, and that it is after crawling through bush roads, along the sides of the cavities, and keeping up a stride of six inches over and above the regulation pace, there was not a bone in his body the next day that did not ache, as if he had been gently corrected with a potato masher. However all the inconveniences that were undergoing were well repaid, inasmuch as an insight was gained into what would have to be done up to the present time. The road is

BEING PUSHED FORWARD

with all the speed consistent with the proper and substantial construction thereof, and it will not be many months 'ere the locomotive will be sounding its note progress in the town of Mattawa. From the latter place the line of railroad will continue along the south side of the river river Mattawa until the shores of Lake Nipissing are reached near Callendar, which will be the eastern terminus of the Canadian Pacific Railway, the station here being located about a half a mile from the centre of the village. As the line is only located from here to the north-westward and not graded, your correspondent cannot follow it up further at present, and so must be content with giving such scanty particulars as are contained in the present article, which has now about exceeded what was intended to be written. Let it suffice to say that so far as your correspondent has seen of the railroad, he ventures to assert that when completed it will not only be a credit to the constructors thereof, but also to the contractors and the skill of the engineers who laid it out. There is not the least doubt but that it will be a boon to lumbermen, and open up a direct communication with the country of the Upper Ottawa, so well known as being rich in minerals and lumber wealth.

In his next letter your correspondent will give you some particulars as to what Mattawa and its surroundings look like; from where this is being written, one might as well be looking upon a Norwegian fjord, wood, mountain and water, all going to form a picture worthy the pencil of an artist who delights in such scenes.

29/12/1880 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

The St. L. & O. Railway are constructing a new shed for the accommodation of Pullman Palace Cars,

31/12/1880 Ottawa Free Press St. Lawrence and Ottawa

Mr. J.O. Charlebois has the contract for erecting a large frame building which the St. Lawrence and Ottawa Railway are having put up in a corner of their yard. It is to be used for storing pressed hay, ice, etc., while waiting transportation.

31/12/1880 Ottawa Citizen QMO&O Chaudiere

Mr. H.J. Beemer, the contractor for the Q.M.O. & O. station at the Chaudiere has a large force of men employed, in order to have the work completed in four weeks.