Local Railway Items from Ottawa Papers - 1880

Saturday 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.

Wednesday 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.

Wednesday 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.

Monday 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).

Wednesday 04/02/1880 Ottawa Free Press Canada Central Franktown
Train collision at Franktown. Full details.

Saturday 06/02/1880 Ottawa Citizen Chalk River 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.

Thursday 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

Friday 13/02/1880 Ottawa Citizen QMO&O Chaudiere bridge
Mr. Beemer has resumed work on the Chaudiere Railway bridge.

Friday 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.

Friday 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.

Tuesday 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.

Friday 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.

Friday 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.

Thursday 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.

Thursday 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.

Saturday 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.

Tuesday 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.

Friday 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

Saturday 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.

Tuesday 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.

Wednesday 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.

Friday 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.

Friday 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. --

Saturday 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 savors, the manager of the line is having spikes driven all along the track, at narrow gauge measurements.

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.

Wednesday 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.

Friday 23/04/1880 Perth Courier Belleville 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.

Friday 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.

Friday 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.

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.

Monday 26/04/1880 Ottawa Free Press Canada Central Gauge change

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.

Monday 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.

Monday 26/04/1880 Globe and Mail Canada Central

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

Thursday 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 Carleton Place 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.

Friday 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

Friday 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.

Friday 30/04/1880 Perth Courier Belleville Perth Gauge change

On Saturday night and Sunday last the gauge of the C.C. Railway track was changed to the 4 ft. 8 1/2in. 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.

Friday 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.

Friday 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.

Thursday 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.

Friday 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.

Monday 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.

Monday 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.

Monday 17/05/1880 Ottawa Free Press QMO&O

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

Thursday 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.

Wednesday 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.

Friday 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.

Saturday 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.

Friday 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.

Thursday 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.

Wednesday 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'Orignal 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 expended. Nothing out of the ordinary occurred.

Jas Kearney, Conductor of the Vice Regal Special.

Wednesday 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.

Monday 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.

Tuesday 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.

Friday 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.

Saturday 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.

Saturday 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.

Wednesday 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.

Friday 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.

Friday 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.

Saturday 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.

Thursday 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.

Monday 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.

Monday 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.

Tuesday 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.

Thursday 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.

Friday 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.

Friday 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.

Wednesday 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.

Friday 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

Thursday 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.

Thursday 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.

Friday 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,

Saturday 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.

Tuesday 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.

Tuesday 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.

Wednesday 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.

Friday 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.

Friday 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 top be employed on the Upper Ottawa at Mackey's station in the Western Extension C.C.

Friday 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.

Saturday 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.

Monday 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 entirely, 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 yard; 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 & C o. 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 abut 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 & C o. 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

Friday 03/09/1880 Ottawa Free Press Toronto and Ottawa Perth
The town bonus of $75,000 lapsed yesterday -- Perth Expositor.

Saturday 04/09/1880 Ottawa Free Press QMO&O
Potential purchase of Q.M.O. & O. and incorporation into a scheme to Toronto.

Saturday 04/09/1880 Ottawa Citizen QMO&O
Inspection of the QMO&O by Gooderham with a view to purchase or lease.

Saturday 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.

Monday 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.

Friday 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.

Friday 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.

Thursday 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?

Tuesday 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.

Friday 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.

Monday 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.

Saturday 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.

Saturday 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.

Friday 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.

Saturday 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.

Thursday 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 abut $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.

Tuesday 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.

Monday 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.

Thursday 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.

Friday 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.

Saturday 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.

Monday 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)

Monday 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.

Tuesday 19/10/1880 Ottawa Free Press Canada Central Brockville
Report of farewell banquet for Mr. T.A. MacKinnon at the St. Lawrence Hall, Brockville.

Wednesday 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.

Thursday 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.

Friday 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.

Thursday 28/10/1880 Ottawa Citizen QMO&O Chaudiere bridge
Mr. Beemer is rapidly completing the embankment of the Chaudiere bridge.

Friday 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.

Friday 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 ,aster at Haley's.

Monday 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.

Tuesday 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.

Tuesday 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.

Thursday 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.

Monday 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.

Tuesday 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.

Monday 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.

Wednesday 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".

Thursday 18/11/1880 Ottawa Citizen QMO&O Chaudiere bridge
Another carload of iron is required for the completion of the QMO&O Railway bridge.

Wednesday 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.

Thursday 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.

Friday 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.

Friday 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.

Friday 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.

Monday 29/11/1880 Ottawa Citizen Canada Central

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 Alumette Lake - that is the broad expanse of water that lies between the town and Alumette 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 Alumette 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 ass 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.

Description continues

Use of a steam shovel.

From Bissets Creek the line is broad gauge

Monday 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.

Tuesday 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.

Tuesday 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.

Wednesday 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.

Thursday 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.

Friday 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.

Thursday 07/12/1880 Ottawa Free Press QMO&O Chaudiere bridge
The employees of Messrs. Clarke, Reeves & Co. leave tomorrow –

Tuesday 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.

Wednesday 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.

Thursday 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.

Friday 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

Friday 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.

Friday 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.

Wednesday 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.

Saturday 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.

Monday 13/12/1880 Ottawa Citizen QMO&O
Commencing Monday December 13 trains will run as follows etc. Shows trains running to and from Ottawa.

Monday 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.

Monday 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.

Tuesday 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. Pruyn, 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.

Tuesday 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.

Tuesday 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.

Tuesday 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.

Tuesday 14/12/1880 Ottawa Free Press QMO&O Chaudiere bridge
The first passenger train will cross the new Chaudiere Bridge on Monday next.

Wednesday 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.

Wednesday 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.

Thursday 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.

Friday 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.

Friday 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.

Saturday 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.

Saturday 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.

Saturday 18/12/1880 Ottawa Citizen Canada Central Ottawa, Broad Street

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.

Monday 20/12/1880 Ottawa Free Press QMO&O Chaudiere bridge

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.

Friday 24/12/1880 Ottawa Citizen Canada Central

Second part of description of Canada Central extension.

Wednesday 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,

Friday 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.

Friday 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.