

# Local Railway Items from Area Papers - Canada Central Railway

*01/03/1861 Ottawa Citizen Canada Central*

Canada Central Railway bill - much discussion.

*02/03/1861 The Tribune, Ottawa Canada Central*

Account of meeting in Ottawa concerning the Central Canada Railway.

*25/05/1861 The Tribune, Ottawa Canada Central*

The act to incorporate the Canada Central Railway has passed both houses and as far as Parliament can do it 4,000,000 acres are set apart to help build it. More.

*12/06/1868 The Times, Ottawa Canada Central*

We learn that during the last few weeks a party of surveyors, engineers and rodmen have been engaged in running a trial compass line from a point in this city to Carleton Place on the Brockville and Ottawa Railway, that the survey is now being vigorously prosecuted and in a few days will be completed. This railway will connect with the Brockville & Ottawa Railroad, probably at Almonte, and thus passing through the heart of the rich County of Carleton, will be of immense benefit to the agricultural and lumbering interests of the county, and, bringing a vast amount of traffic into the capital, will be a boon to our citizens. We understand it to be in contemplation to place a passenger station, turntable &c. on the level of Centre Town, while a branch will be laid down to the Chaudiere mills. This will greatly aid the development of the lumbering interests, which have already grown to such large proportions at that place. The company have completed an extensive purchase of land from Mr. Alderman Rochester for the purposes of the railroad in this vicinity. As soon as the survey shall have been completed, ground will be broken and the work vigorously pushed forward to completion.

*11/08/1868 The Times, Ottawa Canada Central*

We understand it is the intention of the Canada Central Railroad Company to break ground sometime toward the end of the month. We are glad to learn that the present condition and prospects for the future of the company are good.

*21/08/1868 Ottawa Citizen Canada Central*

The annual meeting of the Canada Central Railway Company was held in this city on Friday afternoon, when the Board of Directors for the previous year was unanimously re-elected.

After the meeting, the Directors, accompanied by several other gentlemen friendly to the progress of the road, and the representatives of the press, proceeded to the Hyde property, about three miles from the city, on the Richmond Road, through which the road will run, there to break ground, for the commencement of the work. Amongst the party were the President of the road, Mr. J.G. Richardson; the Vice-President, Mr. Abbott; Mr. R.W. Scott, M.L.A.; Mr. Lowe; Sheriff Powell; Mr. Hinton, of Nepean, Mr. Heeney and Mr. Thompson.

The honour of turning the first sod was allotted to the President of the road, who, after having done so, briefly addressed those present, remarking that the day was one of importance to the people of this section of the country, and that the Directors of the road had hoped to have had it marked by some more formal ceremony than was now bestowed upon it. The absence of a number of leading gentlemen of the country, whom it was hoped would otherwise have been present, had compelled them to proceed with the work with this humble demonstration. He remarked on the many advantages that the City of Ottawa and its vicinity would receive from the construction of the road, and stated that already much had been done with a view to urging forward its completion at as early a day as possible.

Speeches by Mr. R.W. Scott; Mr. Powell; Mr. Richardson.

The party then returned to the City, but on the way were compelled, by Mr. Powell, to halt at his residence and again pledge success to the enterprise. During this stay, several toasts were drunk to the health of the carious officers and the gentlemen interested in the undertaking.

In the evening, the President entertained a party consisting of several leading residents of the City and members of the Press, at the Club House where a most pleasant evening was passed by the party.

## LOCAL INTELLIGENCE.

## THE CANADA CENTRAL RAILWAY

We should hardly be surprised to find that the existence of this road and its proposed construction had faded from the minds of many although the important work is being actively proceeded with close to the doors of many of our readers. The progress of the work has, unlike most railway enterprises, been carried on with so little ostentation. such an absence of big contracts, banquets, and other expensive et cetera that, looking at the the ordinary course through which a railway project runs, it seems hardly credible that such headway should have been made in the matter. So far from this being the case, however, we are glad to be able to state that, thanks to the judicious conduct of the leading spirits in the scheme, great progress has been made in the construction of that section between Ottawa and Carleton Place, and the Agricultural community of that section have awakened to that degree of interest in the matter as leaves not the most remote possibility that any thing can now interfere with the immediate completion of the line. From Carleton Place to Ottawa the line is now located, cleared and almost graded, and the greater portion of fencing material got ready for use, so that little more remains to be done beyond laying the ties and rails, and ballasting the road. Knowing the interest taken in the road by the residents in the various townships through which the line passes, and desirous of offering them all possible information on the subject, several of the leading gentlemen connected with the road and some of their friends taking advantage of a meeting of the Township Council of Nepean visited Bell's Corners yesterday, and explained to them the position in which the affairs of the railway stood. The party consisted of W.H. Abbott, Esq., manager of the B. & O. Railway Line ; John Rochester, Esq., Mayor of Ottawa ; R. W. Scott, Esq, M.P. ; T. C. Keefer, Esq, C. E. : A. P. McDonald, Esq M. P. ; Mr. Stark, Engineer of the Canada Central Line, and were joined at Bell's Corners by several of the, leading residents of Nepean. The deputation was most cordially received by the members of the Township Council, consisting of Mr. Dawson, the Reeve, Mr. Graham, the Deputy Reeve, Messrs. Davidson, Quintan and Hopper, and were requested to address the Board which was then in session.

R. W. Scott, Esq., introduced the visitors to the Council, reminding them of the number of years which the project of the Canada Central Railway had been in contemplation and congratulating them upon the prospect now existing of its speedy completion. The section at present in course of construction was, of course, but one link in a vast work. which, in connection with the Intercolonial line, would form the grand highway to the Pacific, and which would advance materially the interest and prosperity of all Canada. A sound system of railway communication was necessary to the advancement of a country. and it was to such works that most cities and districts owed their progress in a great measure. Railways had greatly helped to build up Chicago, and without a railway Ottawa could never have aspired to her present metropolitan position. The line to Carleton Place promised in every respect to be a great success, and was especially of interest to the people of Carleton, as it would bring through their land the vast trade of the Upper Ottawa, a great portion of which never came near them for want of such a line. He was not surprised to see the interest that the people felt in the work nor the sympathy they had with it, and was glad to say that in many places the right of way through properties had been cheerfully offered gratis to the Company, and among those who had shewn this practical sympathy with the work he might mention Mr. Sparks, Mr. Heeny, and others. The English stockholders, one of whom was Mr. Bowthell, of England, had shown every confidence in the line, and little now remained to be asked from the townships through which it passed but the right of way, the damages incurred by which would, thanks to the generosity of many of the land holders, be very light.

Mr. Abbott, by request, also addressed the Council, and was followed by Mr. T. C. Keefer, who, after shewing the value of railways to any country, said that if the road could be run through the property in which he was interested, he would gladly give the right of way to the Company.

Mr. Rochester also spoke of the advantages which must accrue to the country from building the road, and was glad to see the spirit of the people awakened to appreciate them. In the Township of Goulbourne he was confident, from many expressions of opinion he had heard there, the right of way would be freely-granted to the line, and the same result would no doubt follow in other places. There was no mention of asking anything from the municipalities now, as of course the council could have no power to grant any aid, but what the deputation simply desired was to put before them the state of the road that they might explain it to their neighbors.

Mr. A. P. MacDonell also addressed the meeting, as did Mr. Hinton. the Reeve of Richmond. Mr. Hinton spoke with great regret of the impossibility of getting the road to Richmond, where an offer to assist it liberally had been made and would have been cheerfully carried out by the people.

After a few remarks from the Engineer of the Line, Mr. Stark, the party broke up, the Council adjourning to accompany the deputation to the hotel, and see them start on their journey. Though no formal expression of opinion was given by the Council the feelings of the individual members were such as can leave no doubt as to what action will be taken in the matter.

Note. Correct spelling for Harry B. Abbott; Bowthell should be Bolckow

*20/07/1869 The Times, Ottawa Canada Central*

The question of the right of way through the city was brought before the Council last night and the subject was referred to the Board of Works -- Also in the Ottawa Citizen, same date.

*03/08/1869 The Times, Ottawa Canada Central*

We understand that that Mr. Stark, engineer of the Canada Central Railroad, is now making the necessary examinations and surveys for a route within the city which will suit all parties. The route originally chosen, is, we believe, abandoned as being objectionable to the Corporation.

*04/08/1869 Ottawa Citizen Canada Central*

Canada Central.

The new route proposed for this railway in the city limits will, we believe, be almost at the south boundary of the city. The station, of course, will be on the canal bank, and those who hold property in the vicinity are looking for higher prices than they wanted a few months ago.

*14/08/1869 Ottawa Citizen Canada Central*

Canada Central Railway.

The question granting the railway a right of way through the city will come before City Council at the meeting on Monday night, when the newly surveyed route within the city limits will be submitted to the Corporation.

*14/09/1869 The Times, Ottawa Canada Central*

Yesterday afternoon His Worship the Mayor, accompanied by Aldermen Goulden, Featherstone and Bate, and Captain Perry, City Engineer, and Mr. Starks of the Canada Central, proceeded to view the ground for a line for the Canada Central, from a point where it is proposed to cross the Richmond Road, above Mr. Spragge's residence, to a point on the Canal bank, its proposed terminus. No decision was come to in the matter. The desire of the corporation is to keep as near as possible to the city limits, whilst the Richmond authorities desire to have right of way in a shorter line to the canal.

*20/10/1869 The Times, Ottawa Canada Central*

We are happy to learn that the financial prospects of the Canada Central Railroad are at present in good condition. English capitalists appear to have become satisfied that the road would be a paying concern, and have placed, or are ready to place, at the disposal of the company, the means of prosecuting the work, which will, therefore, be proceeded with without unnecessary delay.

*17/06/1870 The Times, Ottawa Canada Central*

Canada Central Railway. Mr. H. Abbott, the contractor, has added about 150 men more to his already large force. This looks like business. No doubt the road will be completed by the first of September.

**24/06/1870 Perth Courier Canada Central locomotive**

Canada Central Engine - Another engine for the Canada Central Railway, the "John G. Richardson", has just arrived in this section and is doing duty in interim on the B. & O. Railroad. It is a well finished and serviceable-looking piece of workmanship

**28/06/1870 The Times, Ottawa Canada Central Chaudiere**

The Ottawa station of the Canada Central will be completed in a few days. The outside is now being painted.

**14/07/1870 The Times, Ottawa Canada Central**

The work of laying rails on the Canada Central line is being pushed forward energetically. Already five miles are laid from Carleton Place and the track is being finished at the rate of one mile per day. The connecting link will thus soon be established between Ottawa and Carleton Place.

**09/08/1870 The Times, Ottawa Canada Central Bells Corners**

It is expected that the cars on the Canada Central Railroad will be run as far as Bells Corners by next Saturday night. The track is at present within four miles of that place.

**13/08/1870 The Times, Ottawa Canada Central**

The track of the Canada Central is now laid between Bells Corners and Carleton Place, with the exception of small pieces across some culverts which are in the course of completion. Trains are busy drawing gravel to fill up the line.

**02/09/1870 The Times, Ottawa Canada Central**

The track for the Canada Central Railway is now being surveyed on Ashburnham Hill by Mr. R. Sparks.

**05/09/1870 The Times, Ottawa Canada Central Chaudiere**

We alluded a few days since to the fact that the Canada Central Railway was fast approaching completion and that we might hope before many days had elapsed to see the work finished and trains running into Ottawa. Eventually the company intend to have the station built close to the city, almost in line with Elgin Street, and within five minutes walk of the Russell House; at first we believe, however, that the terminus will be at the Chaudiere flats where the Company have purchased a considerable space of ground for the purpose of accommodating the extensive business which they expect to do with the mill owners of that place. There will be two passenger trains and one freight train running each way daily, and the distance from here to Brockville (74 miles) will be performed in about three hours and forty minutes. Mr. Abbott, the contractor of the line, was in the city Saturday. he appears to have no doubt about the line being ready for public traffic on the 15th inst. on which day it is intended that the formal opening shall take place. We wish all possible success to the Canada Central, and hope that the remaining links in that interoceanic railway chain, of which we regard the Canada Central of forming a part, will soon be completed also. Meanwhile the people of this vicinity will have good reason to be satisfied with their railway service, so long as two well managed lines run into Ottawa connecting us with all parts of the continent east and west.

It will be seen by reference to an advertisement in another column that the trains will run on the Canada Central on the 16th inst. It is that then the stages will cease to run on Perth and Pakenham lines and that the service between Ottawa and those places will be performed by rail. (N.B. Could not find the advert in this day's issue)

**06/09/1870 The Times, Ottawa Canada Central Chaudiere**

Canada Central is making its way into the city. So near are the rails laid to the city that this morning the whistle of the engine was heard by persons living on Bank street. The road is graded to near Paterson's? Creek, over which a culvert or small bridge is being built and the rails are laid to within about two miles of the city. If the work progress at the same rate as it has done on the rest of the road, and we have no doubt that it will, a great posse of men being employed, in a few days we expect to see cars running into the city. The road through the city is already about all surveyed and the work preliminary to grading is being proceeded with. Many persons through whose property the track passes are much depressed supposing themselves completely at the mercy of the company. The surveyor goes first with his small force and strikes a line through orchards, sheds and sometimes through houses. The line is blazed out, and immediately after a number of men with axes, who whilst the astonished proprietor stands by in silent rage cut, hew and smash down trees fences, sheds and, when necessary, armed in force and lay siege to a house which soon succumbs to the onslaught. The unfortunate proprietors imagine they are ruined. Others are of quite a different idea. They are under the impression that they can make whatever demand they make and it will be given them as a thing that cannot be helped. Both parties are labouring under very wrong impressions, and both needs a little enlightenment. For the former we may state that though the line is run through their property without consulting them, yet they will be adequately and justly indemnified for all damage done and for whatever property may be taken from them. The company will appraise the land etc. themselves and make their offer, which if the claimant does not consider just, he may leave to the arbitration of two disinterested parties, one to be chosen by the company and the other by the claimant, both parties to abide by their decision. As for those who would make easy money by the line the above explanation also explodes their expectations. They will receive the value of their property etc. and nothing more. There are many persons who, although they may receive the real or even more than the real value of their property, will not yet be adequately rewarded, and only when it is taken into consideration that the proximity of the railroad to their house will be a source of lasting loss to them and indemnified in holding with this consideration will they be fully remunerated.

**12/09/1870 The Times, Ottawa Canada Central**

The line of the Canada Central through the town has been surveyed so that it now passes 18 feet under Lewis' Hill. This change is welcomed by persons owning property on the flats which were likely to be rendered almost useless from the proximity of the track.

**13/09/1870 The Times, Ottawa Canada Central Chaudiere**

On Saturday evening last a locomotive passed over the new bridge of this railway at the Chaudiere for the first time.

**14/09/1870 The Times, Ottawa Canada Central**

Advertisement. On and after Friday 16th September through trains will run over the B&O and CCR as follows. Express trains will leave Ottawa at 9 a.m. and 5.25 p.m.

The train leaving at 9 a.m. will connect at Brockville with the Grand Trunk express going west and at Sand Point with the Union Forwarding and Railway Company's steamers for Portage du Fort, Pembroke etc.

Express trains will leave Brockville at 8.05 a.m. and 4.40 p.m. The 4.40 train will await the arrival of the Grand Trunk Mail train going east, if late making a certain connection for mails and passengers for Ottawa. Grain and other freight in car loads will go through from points west to Ottawa without trans shipment. Arrangements will shortly be made to connect with the Grand Trunk express trains so that passengers can go through without change by sleeping car from Toronto to Ottawa.

Canada Central Railway. The section of this railway between Ottawa and Carleton Place forming with its connection a broad gauge route [sic] from Ottawa to the west will be open for traffic on the sixteenth instant.

Long article on Canada Central.

Tomorrow the Canada Central will be opened from Ottawa to Carleton Place and Sand Point.

Pembroke isolated. Advantages for Ottawa. Gauge the same as the Grand Trunk, freight cars will be able to run over that line and avoid the transfer and breaking of bulk.

Yesterday was all that could be desired for the trip to Sand Point, and soon after nine o'clock a large crowd had collected at the terminus of the Canada Central Railway at the Chaudiere Flats, where a train of eight cars was in readiness drawn by the powerful engine, H.A. ABBOTT.

This engine was built in Taunton, Mass and is one of great speed and power. She forms one of three which have been constructed for the Canada Central Railway Company. No. 1 is named after to well-known English capitalist Mr. H.W.F. Bolckow who is, we believe, the largest shareholder in the company; No. 2 is named after the president (H. Allan), and No. 3 after the contractor for the line to whose untiring energy and enterprise we owe the speedy completion of the road, Mr. H.A. Abbott. This engine, as before stated was the one destined to propel the excursion train on the opening day. She was profusely decorated with Union Jacks and Red, White and Blue flags interspersed with evergreens.

The band of the Brockville Garrison Artillery arrived about 9.30 o'clock and had a car assigned for their accommodation.

List of the invited guests - omitted.

And now the signal is given and at fifty nine minutes past nine o'clock

WE'RE OFF

A few grunts and puffs and the good engine settles down to her work, and soon at a fast accelerating speed we are rattling down the grade out of Ottawa. Past farm houses, the occupants of which, male and female, hurry to the door so soon as the sound of the approaching engine is heard, and with loud hurrahs and waving of handkerchiefs wish God speed to the Canada Central as our train rushes past. Past little log cabins, whose inhabitants have done what they could to show their appreciation of the great event by hoisting miniature red and white flags, and who give us a hearty greeting as we pass; through green woods upon whose leaves the first tint of autumn is seen, and among the branches of which we now and then catch hasty glimpses of the Ottawa flowing calmly on.

Presently we reach the "burnt district" where black charred trunks and here and there smoldering ashes, afford evidence of the fiery ruin that has past over this part of the country. The track, as many amongst us remark, instead of being rougher than that of other railways as might have been expected considering how recently it had been made, seems smoother than usual. There is little perceptible oscillation, none of that "bumping" up and down which sometimes renders railroad travelling so fatiguing, but we travel smoothly and steadily along and soon run past Bells Corners where traces of the late terrible fire are still more perceptible on both sides of the track. In fact our course from this point to our first stopping place.

Stittsville

In almost entirely through burnt woods, although a little way back from the track, as our readers are aware, there lies a beautiful stretch of rich agricultural country. Stittsville was reached at 10.25. Thus we had accomplished our first fourteen miles in thirty four minutes, not by any means bad travelling over a new road, with eight heavily laden cars behind us.

After a very brief stoppage at Stittsville we proceeded on our way until Ashton, twenty-two miles from Ottawa was reached at 10:45. At eleven o'clock we arrived at the Carleton station of the Canada Central, and scarcely had we halted when the Brockville train arrived, filled with a number of persons who joined the excursion train on its way to Sand Point. Carleton Place is the end of the new road, and our way from thence lay along the track which has, for some time, been used by the Brockville and Sand Point trains. There is nothing of the scenery along this part of the trip worthy of especial note. The country appears, for the most part, to be exceedingly well adapted for agricultural purposes and the clearings already made are numerous and extensive. Every stream we crossed was almost filled with a quantity of lumber showing how large a lumbering business is done in this section of country and promising well for the future prospects of the railway in this respect. At half past eleven we reached the thriving town of Almonte, with its extensive woollen and other manufactories, and here we found a large number of persons waiting on the platform to greet our arrival. We were now 36½ miles from Ottawa. After giving our iron horse a little refreshment in the shape of wood and water, we once more started on our way. Pakenham was reached at 11:52; a few minutes after 12 o'clock we crossed the long bridge which spans the Madawaska river and at ten minutes after twelve reached Arnprior, about fifty-three miles from Ottawa. The remainder of the distance, about four miles, was performed very rapidly, and at twenty three minutes after twelve (Ottawa time) our train drew up in front of the commodious freight shed belonging to the company at Sand Point. Across the road a sort of triumphal arch had been erected, from which was suspended a number of flags and in the centre a banner upon which was inscribed the word

WELCOME!

And as our train halted we received a cordial welcome in the form of three rousing cheers from the crowd assembled on the platform. Here the passengers alighted; some strolled up to the terminus, a short distance off, which is close to the steamboat wharf; others went into the freight shed and spent some time in admiring

THE DECORATIONS

which were very profuse and at the same time in excellent taste. At each end of the room was a cross table, while down the sides extended two long tables, and all of them were almost covered with a bountiful supply of eatables. The walls of the building were decorated with evergreens and with streamers bearing various mottoes. "God save the Queen" at each end of the room. "Success to the railway enterprise," "Success and prosperity to the Canada Central Railway," "Brunel and Watt," "Rendal, Stephenson, Ross, Cubitt," "Dominion of Canada," "Brockville and Ottawa Railway," "Northern Colonization Railway," "Ottawa Valley Railway," and many others. At each end of the room were the arms of England, Scotland and Ireland emblazoned on shields in proper colours and round the different parts were festoons of laurels etc.

LUNCH

was provided by Mr. Kavanagh, the well known caterer of Ottawa. It is usual on such occasions, to say that "the entertainment was served in Mr. So and So's usual excellent style," but we feel that on this occasion we ought to say more than mere stereotyped words of compliment, for we certainly never saw a lunch of the kind gotten up under similar circumstances in such creditable style. Not only was there enough of everything, but what there was of the very best kind and was well served up.

BILL OF FARE

Relevés - boned turkeys with apple jelly; game pate; hams; ornamented rounds of beef; smoked beef tongue.

Entrees - Chicken salad; partridges with jelly; oyster pates.

Roast joints - Roast beef, roast turkey, roast mutton, roast chicken, roast geese, roast veal.

Game - Partridges, wild duck, prairie chickens, plover.

Relishes - Olives, pickled oysters, pickled cucumbers.

Pastry - Jelly tarts, fancy cakes, wine jelly, blanc mange, charlotte russe, charlotte of apples.

Fruit - Isabella grapes, oranges, fameuse apples, almonds, raisins, figs etc. crackers mixed, celery.

While lunch was proceeding the Brockville Garrison Artillery previously referred to played the following

PROGRAMME

1. March "Distant Greeting" - Doran.

2. Lancers "Merrie Tunes"- Godfrey.

3. Comic fantasia "Echos of the night" - Riviere.

4. Valse "Milgrove" - Stanley.

5. Galop "Post Horn" - Leomig.

6 "God Save the Queen".

Chair was occupied by Abbott. Proposed a toast to the Queen.

Many speeches - omitted

The train was by this time in waiting and soon the passengers were all on board and well satisfied with their day. Everything had passed off most satisfactorily without a single contretemps. At 3.42 the train started and arrived safely in Ottawa about six o'clock. Thus ended the celebration of the opening of the Canada Central Railway

*20/09/1870 The Times, Ottawa Canada Central*

The Canada Central did another good day's business yesterday. The train that left in the morning was literally crowded, there being scarcely standing room. It is a fact likely of notice now that this railway has been so far completed; though employing between six and seven hundred in the summer, there was not one in that large number brought before His Worship for drunkenness.

*28/09/1870 The Times, Ottawa Canada Central Chaudiere*

The Canada Central Railroad is laying a branch track from the station to the Chaudiere for the convenience of loading lumber.

*30/09/1870 The Times, Ottawa Canada Central Chaudiere*

The freight shed at the Ottawa station of the Canada Central is rapidly building. The company have pushed on all work connected with the road with commendable energy.

*12/10/1870 The Times, Ottawa Canada Central*

The business of the Canada Central Railway continues to steadily increase. A large number of passengers left by yesterday evening's train. Freight is being sent away in large quantities.

*27/10/1870 The Times, Ottawa Canada Central*

The CCRR is in a prospering condition, the traffic on it is increasing daily. The receipts for last month are said to amount to \$23,103. Those figures speak well for the line.

*04/11/1870 The Times, Ottawa Canada Central*

The line of the Canada Central Railway into the city has been finally surveyed and already men are at work on it. It will pass under the brow of the hill directly below the residence of J.B. Lewis Esq. and will continue from thence to the site of the proposed station along Bidy Street, avoiding as much as possible interfering with houses. Much difficulty is experienced in running the line so as to avoid buildings but we believe Mr. Sparks has been so successful in doing so that only one house will need to be moved.

*30/11/1870 The Times, Ottawa Canada Central Chaudiere*

The Canada Central Railway station and sheds are now surrounded by a neat picket fence. Telegraph poles, it is said, will soon be set up along the track, and the wires will then be introduced into the different stations along the route.

*05/12/1870 The Times, Ottawa Canada Central*

Commencing December 5 sleeping cars between Toronto and Ottawa going through in 13 hours.

Timetable.

Leave Brockville 4.45 a.m. express arriving Ottawa 8.30 a.m.

7.30 a.m. mail train arriving at 1.50 p.m.

3.30 p.m. express arriving at 7.16 p.m.

Leave Ottawa 9.40 express arriving Brockville 1.40 p.m.

3.45 p.m. mail train arriving 9.15 p.m.

10.30 p.m. express arriving 3.15 a.m.

Connections with expresses to and from Toronto.

A sleeping car will leave Toronto MWF nights and go through to Ottawa arriving at 8.30 a.m. returning it will leave Ottawa on TThSaO nights and go through to Toronto arriving at 11.30 a.m.

Freight forwarded with despatch as CC and B&O Railways are the same gauge as the Grand Trunk. Car loads go through in Grand Trunk cars to all points without transhipment.

*10/01/1871 Ottawa Citizen Canada Central*

Canada Central Railway. It will be seen by advertisement that the night train on this road will be discontinued after Saturday next.

*20/01/1871 Ottawa Free Press Canada Central*

One of the locomotives of the C.C.R.R. was off the track for four days this week.

*27/01/1871 The Times, Ottawa Canada Central*

The extension of the Canada Central is going on rapidly. The track is laid to Castleford - almost half the distance between Sand Point and Renfrew; and as the bridges over the gullies are nearly ready to receive the ties, more rapid progress is likely to be made in laying the remaining portion of the track.

*31/01/1871 Ottawa Citizen Canada Central*

On Saturday afternoon, owing to a delay on the Grand Trunk, the train on the Canada Central did not reach Sand Point in time to connect with the Capital. As there was a large number of passengers en route, the delay would have caused considerable inconvenience had not Mr. Abbott, who had received intimation by telegraph of the fact, sent a special train which brought all to the city in good time and with very little delay.

*18/02/1871 Ottawa Citizen Canada Central Chaudiere*

A fire occurred near the Canada Central depot yesterday morning, by which a blacksmiths shop belonging to the company was destroyed.

*24/04/1871 Ottawa Free Press Canada Central*

The fences along the C.C. R.R. which were burnt last summer, are being rapidly rebuilt. The company have a large gang at work at it, and they are assisted by the farmers who are anxious to have their cattle confined within bounds.

*01/05/1871 Ottawa Free Press Canada Central Bells Corners*

The mixed train on the Canada Central, on the down trip on Saturday, ran into a herd of cows above Bells Corners. Two of the animals were caught on the cow catcher and were thrown clear of the road. Strange to say there were none of the animals killed, the driver having probably succeeded in slackening speed sufficiently to give the cows a chance.

*12/05/1871 Ottawa Free Press Canada Central*

The track of the Canada Central, at Thompson's Bay, a few miles from the city was in danger of being swept away by the high water this spring. If the water was as high as it was last spring the track would have been carried away.

*13/06/1871 The Times, Ottawa Canada Central*

We notice that at the railway meeting yesterday there was some discussion concerning the propriety of the Corporation doing something to assist in the construction of a Central Railway station in this city. A central railway station would, no doubt, be a great convenience, but the first thing to be done is to ensure the construction of those railways which will bring trade to the city. Let the corporation do something to aid in the extension of the Canada Central from Sand Point to Pembroke, before the Kingston line is built and the trade of the western section of the Ottawa valley is diverted from us. This is a matter which admits of no delay. We can arrange about the station afterwards.

*06/07/1871 Ottawa Citizen Canada Central*

Certain farmers resident on the line of the Canada Central Railway are in the habit of putting down the railway fences and allowing their cattle to graze on the side of the track, and also of travelling thereon with horses and farming implements. Such persons may not be aware that they are violating the statutes of the Dominion, and rendering themselves liable to heavy penalties.

*14/07/1871 The Times, Ottawa Canada Central Renfrew*

The Canada Central railway have already given out the contract for the delivery of ties for the extension of the line from Sand Point to the village of Renfrew.

*14/07/1871 The Times, Ottawa Canada Central Chaudiere*

A Canada Central train crowded with Orangemen and others arrived at the Chaudiere station at three o'clock yesterday morning.

*14/07/1871 Ottawa Citizen Canada Central*

A contract has been entered into by the directors of the Canada Central Railway with Mr. Russell, of Horton, for the delivery, as required, of ties for the extension of the line from Sand Point to Renfrew village. The work of grading will probably begin by the 15th current, and as actual survey has shown that the length of road is only about thirteen instead of fifteen miles, as was at first believed, the grades very easy and no bridging required, the work is expected to be finished and the line in operation this autumn. The directors of the line are taking the proper course to ensure confidence in their success, the small bonuses promised by the village of Renfrew and the townships of Admaston and Horton not having been yet voted.

*21/07/1871 Ottawa Free Press Canada Central Renfrew*

Ground will be broken tomorrow for the extension of the Canada Central Railroad to that place (Renfrew). The board of directors will be represented by the Hon. A.B. Foster, R.W. Scott Esq., John Ashworth Esq., and other members of the board. This portion of the road will be finished during the present year.

*22/07/1871 The Times, Ottawa Canada Central Renfrew*

The ground will be broken today at Renfrew for the extension of the CCR line to that place. The breaking of the ground will be accompanied with some ceremony. Hon. A.B. Foster, R.W. Scott and John Ashworth will represent the Board of Directors.

*22/07/1871 Ottawa Free Press Canada Central Renfrew*

Description of the cutting of the first sod on Mr. Plaunt's farm. Details of attendance, remarks, toasts etc.

*07/08/1871 The Times, Ottawa Canada Central*

There was an excursion from Almonte to Ottawa on Saturday by the Canada Central. The excursionists were very numerous and consisted principally of girls employed in Rosamond's factory. They walked in small processions through some of the streets of the city and left on return by the 6.20 train.

*18/08/1871 The Times, Ottawa Canada Central*

The Canada Central annual report. Opened to Sand Point and has been surveyed to Pembroke and will be completed as far as Renfrew village by the end of the year. Have determined to make connection with the North Shore Railway at Hull when that is completed. Ottawa is destined to be in the near future at the centre of a near perfect network of railroads. St.L. & O. - communication with the lumber markets of the USA. North Shore - connection between the commercial and political capitals. Canada Central - upper Canada route.

*19/09/1871 The Times, Ottawa Canada Central Renfrew*

We understand from undoubted authority that the Canada Central Extension from Sand Point to Renfrew is being pushed forward with the utmost vigour, the anticipated fear of want of hands having proved itself uncalled for. Men are daily flocking to the scene of the work in such numbers as to enable contractors to make a selection - the surest guarantee that the undertaking will be speedily and successfully completed. All this is for the benefit of Ottawa and all is done by private and unaided enterprise. That the extension will go on westward there is little doubt to the still increasing prosperity of the city. When will the capital take even the small share of interest in that enterprise, necessary to secure what it so much needs, a Central Station.

*26/09/1871 Ottawa Citizen Canada Central*

The Canada Central is doing good passenger business at present on account of the numerous gangs of men being sent up to the shanties.

*03/10/1871 The Times, Ottawa Canada Central Renfrew*

The grading of the road from Sand Point as far as Castleford is now completed; and within a week's time the grading from Russell's gully to the village of Renfrew - a distance of about three miles - will be completed, with the exception of the cutting at Airth's Woods and one or two places in which the culverts have yet to be put in; the openings having been left for them. We are informed that it is in contemplation to bridge the big gully near Castleford, and also Russell's Gully, which will facilitate the completion of the road, as by this means the work will be finished perhaps two months earlier than it otherwise could have been done. This will remove any doubts that may have existed of the cars running to the village by the 1st of January.

*23/10/1871 The Times, Ottawa Canada Central Renfrew*

The Renfrew Mercury says: The ties are placed along the line ready to be put into position, to be used for the rails. from Sand Point nearly the whole distance to Renfrew. Workmen are employed in erecting the bridge over the big gully near Castleford, and for the bridge over the gully on Russell's farm, nearer the village, control has been taken by Messrs Halpenny and Faichney, who already have some men at work preparing the timber for it. They are also commencing to level the ground at the station and other buildings in the village.

*28/10/1871 Ottawa Citizen Canada Central*

Rumor saith that the Canada Central and B. & O. Railways from Ottawa to Sand Point and the extension of the former to Renfrew has been leased to Sir Hugh Allan of Ravenscraig, in the interest of the railway projected between Montreal and Ottawa. If Sir Hugh intends work we may expect to see a large increase of energy and business developed over these lines of road, as the Knight of the Ocean Steamships seldom fails to turn anything he touches into gold. So says the Perth Courier.

**03/11/1871**     *Ottawa Citizen*                      *Canada Central*                      *Renfrew*

Canada Central Railway. - On Monday the work of track laying was begun on the extension of this line to Renfrew.

**13/11/1871**     *The Times, Ottawa*                      *Canada Central*                      *Renfrew*

The Renfrew Mercury says: We understand that the grading on all the sections from Sand Point to Renfrew will be almost entirely completed by the end of this week, and the contractors are consequently beginning to discharge their men; and that the bridges over the gullies are so far advanced that by the end of next week they will be ready for the rails. The track laying is already being proceeded with, some two miles of rail having been laid from Sand Point. We are also informed that by the end of this month the people of Renfrew will hear the sound of the whistle of the locomotive.

**05/12/1871**     *Ottawa Citizen*                      *Canada Central*

A brakeman employed on the Brockville and Ottawa Railway was killed yesterday. He was on top of one of the box cars after leaving Arnprior and, passing under a bridge, about a mile from that village, struck his head against the beam. He was killed instantly. An inquest was held on the body after the train arrived at Sand Point, when a verdict in accordance with the facts was rendered. He was a French Canadian from Lachine where his people reside.

**09/12/1871**     *Ottawa Citizen*                      *Canada Central*                      *Renfrew*

The extension of the Canada Central Railway from Sand Point to Renfrew has received a sudden check. The iron rails were laid within six miles of the village of Renfrew, when the workmen were all discharged on account of the iron required for the road being prevented from reaching its destination by the early freezing up of the St. Lawrence.

**11/12/1871**     *Ottawa Citizen*                      *Canada Central*                      *Renfrew*

The Canada Central Railway Company have applied for Government aid to extend their line from Renfrew to Pembroke. The road is now under contract between those two places, and will probably be completed before next fall.

**19/02/1872**     *Ottawa Citizen*                      *Canada Central*

Railway courtesies. Last fall the ship "Mary Fry" left England for Quebec laden with iron for the Canada Central Railway extension to Pembroke. Owing to stress of weather the vessel put in at New York, and there discharged her cargo. The directors of the Canada Central, anxious to get the iron to its destination, endeavored to make special arrangements for its conveyance over the American roads, but not one company would undertake to forward it except at regular freight rates and single car delivery. This would, of course, entail immense expense and uncertainty of delivery. Under these circumstances the people of Renfrew are beginning to equivocate about the bonus promised to the road as if they desired to free themselves from its payment. We wonder which is the meanest, the American railway companies or the people of Renfrew.

**14/05/1872**     *The Times, Ottawa*                      *Canada Central*                      *Ashton*

Depredations at Ashton

At about half past nine o'clock on Thursday night, as the Canada Central Railway train for Ottawa was a short distance this side of Ashton station, a stone weighing about two pounds was hurled through the window into the passenger car. It was thrown with such force that it broke through the blind, plate glass and sash, passing close to Mr. Orme's head and grazing the face of a clergyman. On the same night several young men took possession of the station and breaking open a barrel of beer drank all they could. A young girl was the only person in charge at the time.

The matter was immediately put into the hands of Detective O'Neil who requested the pr<sup>y</sup> to keep quiet for a few days which was done. On Saturday morning when the perpetrators of the deeds thought the law was not going to trouble them, Detective O'Neil proceeded to Ashton accompanied by Sergeant McVeity and County Constable Smith. In a short time they had arrested eight men four of whom they afterwards released. Their disorderly conduct about the station, were it their only offence would be viewed leniently by the authorities but we understand they shall suffer the fullest penalty for throwing the stone at the car. There have been too many cases of this kind lately and it is high time an example was made of the reckless and malicious offenders. It will be remembered that last summer stones were hurled into passenger cars on the St. Lawrence and Ottawa Railroad. The case will come up at police court tomorrow morning.

**27/07/1872**     *The Times, Ottawa*                      *Canada Central*                      *Renfrew*

Hon. A. Foster paid a short visit to Renfrew Thursday to look after matters connected with the CRR and is expected back today to straighten up everything preparatory to a large force of men being brought on in the beginning of next week. The road will be completed by first of September; but in the event of freight requiring to be delivered before that date, Mr. Foster kindly offers to move it over in advance of the opening of the road for passenger traffic.

**12/08/1872**     *The Times, Ottawa*                      *Canada Central*                      *Renfrew*

The Renfrew Mercury says:- We now learn that a fresh start has been made by surveyors in preparing for the repair of the CC Railway, and that Mr. Stark will arrive here in a day or two, to remain until the line is open.

**31/08/1872**     *The Times, Ottawa*                      *Canada Central*

A magnificent new passenger car arrived on its first trip at the Canada Central Station on Thursday morning. The B&O & CC RR companies need to make extensive additions to their rolling stock owing to the great increase of traffic and travelling patronage.

**20/09/1872**     *Ottawa Citizen*                      *Canada Central*                      *Renfrew*

The Canada Central Railroad are at present negotiating for the extension of their line to Pembroke at an early date. The branch to Renfrew will be opened the 15th of next month, a reinforcement of sixty men having been sent from Ottawa this week to ensure completion of the work by that date. The iron required for the work was delivered to Sand Point this week. The entry of the first train into Renfrew village will be celebrated by a grand demonstration, preparations for which are already being made. Work is being pushed forward vigorously on the Merrickville branch, and a heavy force of laborers will be employed on it next month. Also in *The Times, Ottawa* 21 September.

**21/09/1872**     *Ottawa Citizen*                      *Canada Central*

Two magnificent cars constructed on the Pullman system were brought into the Canada Central Station from Brockville today. They are capable of holding sixty passengers each, and are furnished in the most luxurious manner. The woodwork on the inside is all of beautifully finished walnut, maple and mahogany, and is put together with such accuracy that no joints are visible. The windows are large and supplied with two sets of blinds which move upward or downward to suit the convenience of passengers. The arms of the seats are plated with silver headed screws. The bell cord, usually such a nuisance to tall passengers, passes through the moulding in the roof, where it is out of the way of the most aspiring tile. The windows at both ends of the cars are of stained glass, so that a red light is always shown at the end of the train. A handsome smoking apartment with sixteen seats is attached to one of the cars. It is furnished in the same luxurious manner as the rest of the car. The cars were manufactured in Brockville under the superintendence of Mr. Marshall.

**23/09/1872**     *Ottawa Free Press*                      *Canada Central*

Two palace day cars, manufactured at Brockville under the superintendence of Mr. Marshall, are now running regularly on the Canada Central Railway. The cars are beautifully finished inside with polished maple, walnut and mahogany, so skillfully arranged that not a joint is visible. The seats are capable of holding sixty persons with comfort, the arms are plated with silver and fastened with silver headed screws. The windows at the end of the cars are of stained glass so that red is always visible from the end of the train. A smoking compartment, containing 16 seats, is attached to one of the cars, and is finished in the same style. The workmanship throughout is superb.

*01/10/1872 The Times, Ottawa Canada Central*

The new cars on the Canada Central Railway are second to none on any other line, in point of neat internal arrangement, comfort and general excellence of construction. In them travelling on the Canada Central and Brockville and Ottawa is a pleasure, particularly so when the conductors are gentlemen who pay every attention to the comfort and safety of the passengers. We hope the line may soon be extended to Pembroke.

*05/10/1872 Ottawa Citizen Canada Central*

The Almonte Gazette says that Mr. Henry Abbott, of the Canada Central Railway, has gone to Sand Point to personally superintend the construction of the branch to Renfrew and ensure its completion ere the 15th of October.

*07/10/1872 Ottawa Free Press Canada Central Chaudiere*

A new derrick for unloading stone from the cars has been put up at the Canada Central station. It is a much better one than the one which has been used in times past.

*11/10/1872 Ottawa Citizen Canada Central Renfrew*

Mr. A.B. Foster was at Renfrew Monday last and went over the whole line of railway between Sand Point and Renfrew, and was highly pleased with the progress of the work made by his employees. It is expected that freight trains will run the 20th inst. And the road will be opened for passenger traffic the 1st of next month. The Renfrew people are making their weekly payments of several thousand dollars regularly, according to contract.

*14/10/1872 Ottawa Citizen Canada Central Chaudiere*

A new swing derrick has been constructed at the Canada Central Railroad Station, for the purpose of unloading the large quantities of sand stone which are being imported into the city for the fence at Parliament Square.

*24/10/1872 The Times, Ottawa Canada Central Renfrew*

The Renfrew Mercury says: The unfavorable weather has somewhat delayed the completion of the CC extension and it will be a few days yet before the engine reaches the village. Meantime Mr. McRae has ridden on the engine, at the rate of 20 miles an hour, from Sand Point to the big gully; and the railway whistle can be heard in the village. The first engine at the village station is expected on the 26th inst. and the formal opening will take place on Wednesday 13th November, when trains will commence running regularly.

*05/11/1872 Ottawa Citizen Canada Central Renfrew*

We are informed that the Canada Central Railway, will, if possible, run a passenger train from Arnprior to Renfrew tomorrow, to accommodate those who may wish to go to the fair at the latter place. This will be the first passenger train on the new branch line.

*07/11/1872 Ottawa Free Press Canada Central Renfrew*

Full traffic on the Canada Central Railway Extension to Renfrew will commence on Wednesday next week.

*11/11/1872 Ottawa Citizen Canada Central Renfrew*

The opening of the branch railroad to Renfrew will not take place until about the close of this month.

*12/11/1872 Ottawa Citizen Canada Central Renfrew*

The Renfrew branch of the Canada Central Railroad, though not yet formally opened, is ready for traffic. A freight train of nine loaded cars passed over it yesterday from Sandy Point to Renfrew, making the trip in forty-five minutes.

*23/11/1872 The Times, Ottawa Canada Central Renfrew*

Dear Sir,

Please favour by inserting in your paper the fact that no official notice was ever given by headquarters, that the Renfrew branch would be opened at the time mentioned by the special correspondent of a city paper. The Renfrew merchants have no legal right to have their freight brought over the line before it is taken from the contractors, the profit on way freight from Sand Point to Renfrew would be no compensation for a break in the line which is liable to occur by the passing of freight trains over the road before it is fully ballasted. If it had not been for the kindness of the Managing Director, they would not have got any freight over the road yet. If the Renfrew merchants have only been charged 6 cents a hundred they must find a pleasant increase in their profits as they paid 30 cents formerly. I hope they will give the people the benefit of the difference.

W.E. Johnson November 22 1872.

*25/11/1872 Ottawa Citizen Canada Central Renfrew*

The Directors of the Canada Central Railway propose to visit Renfrew Thursday 28th instant, on a tour of inspection over the new line to that village. Several gentlemen from Ottawa have received invitations to join in the excursion. Also in The Times 26 November.

*28/11/1872 The Times, Ottawa Canada Central Renfrew*

There is to be an excursion to Renfrew on the 4th proximo by the Canada Central Railway to which the directors of the road have issued invitations.

*29/11/1872 Ottawa Citizen Canada Central Chaudiere*

A third derrick has been erected at the Canada Central Railway station to facilitate the unloading of freight.

*30/11/1872 The Times, Ottawa Canada Central Chaudiere*

The Canada Central Railway station is very much crowded with the accumulation of blocks of sandstone for the Parliament Square fence and the Parliament Library.

*04/12/1872 Ottawa Free Press Canada Central Renfrew*

The Canada central Railway extension to Renfrew was formally opened today, by an excursion from this city to that place. A good number of the leading citizens comprising members of the city council, went on the trip. A regular passenger train, will hereafter run on the line to accommodate the traffic which will now take place.

At half-past eight yesterday morning, a party of gentlemen, among whom were the Hon. Sir Francis Hincks, the Hon. Dr. Tupper, Hon. Mr. Mitchell, Sir Hugh Allan, the Hon. James Skead, Mr. Foster, His Worship the Mayor of Ottawa, Mr. Martineau, Mr. Alderman Bangs, Mr. Wm. McKay, Mr. Edward McGillivray, Mr. H.V. Noel, Mr. John Ashworth, Mr. Daniel Galbraith M.P.P., Mr. B. Rosamond, Mr. Aumond, Mr. McMullen (Brockville), Mr. George Hewson and Mr. Mr. Thos Stagg of the same place, and Mr. Haggart M.P., and Mr. Code M.P.P. (Perth); the Warden of Renfrew, and others, left town by the Canada Central Railroad to be present at the inauguration, or rather opening of the road from Sand Point to the thriving and rapidly rising village of Renfrew, situated on the River Bonnechere, nine miles from its confluence with the Ottawa. At Renfrew, the Bonnechere falls rapidly about 100 feet, over a bed of white limestone, and the scene is most picturesque. Renfrew is 58 miles distant from Ottawa, and, by rail, about 12 miles from Sand Point. The opening up of the Canada Central, while it will greatly benefit Ottawa, will be of still greater importance to Renfrew, and it is to be further hoped that the line will be still further extended to Pembroke before many months elapse. The trains from Brockville and Ottawa amalgamated at Carleton Place, arriving at Renfrew about half-past one, where luncheon was partaken in the Town Hall. The President of the C.C.R., Hon. Mr. Abbott, was in the chair, Sir Francis Hincks and Hon. Mr. Mitchell being on his right, and Sir Hugh Allan, Hon. Dr. Tupper, Hon. Mr. Skead and Mr. Galbraith on his left. Through some misapprehension and to the great regret of the chairman the leading men of Renfrew were not present. The champagne flowed freely, and the speeches were most eloquent, as they invariably are on such occasions.

Yesterday it was stated in the Journal that umbrage had been taken by the Reeve of Renfrew on account of an invitation not having, as it appeared to him, been extended to the representatives and officers of the municipality. Invitations were sent. Mr. Henry Abbott, Superintendent of the Canada Central Railroad did send invitations, and, although these invitations did not reach the Reeve, the Secretary or any other officer of the Renfrew Corporation - if we may so style the members of the municipality - the intention was good. It is true, and "pity 'tis true", the invitation failed to reach Renfrew in sufficient time to prevent the Reeve from being affronted; but immediately upon it becoming known to Mr. Abbott that the written invitations had not reached their destination he telegraphed from Carleton Place sending the invitation to be present at the luncheon. Upon arrival of the train too, Mr. Abbott went and especially apologized for the lapsus, but His Worship the Reeve was inexorable, and like Calypso, would not be comforted. He would receive no apology, but would satisfy his indignation by withholding the light of his countenance from the entertainment. This churlishness, for we can call it nothing else, is to be regretted. However, if Mr. Reeve finds it impossible to accept an apology, it is impossible for us to supplement the impossible. Canada Central advertisement still shows connections at Sand Point.

Passenger trains will commence running regularly on the Renfrew Extension Railroad next Monday.

Canada Central advertisement shows connections at Sand Point.

A second advertisement, dated December 6, shows two trains arriving at Renfrew at 2.15 p.m. (no. 2) and 9.10 p.m. (no. 4) but the same times are also shown for no. 1 and no. 3. Very confusing, but it seems that there are trains running through to Renfrew. The same advertisement shows Brockville and Ottawa trains running through to Sand Point.

The Canada Central Railway have given six hundred free tickets to the inhabitants of Renfrew and the surrounding district. These tickets are good for Christmas and New Year Holidays and are distributed by the Corporation of the County. Two hundred have been allotted to Renfrew village; two hundred to the Township of Horton; and two hundred to the Township of Admaston. These tickets hold good for one week, and over one hundred were presented to the conductors on Christmas Day.

We learn that the excursion of the Ottawa Fire Company to attend the ball of the Perth Fire Brigade on New Year's Eve, was a very pleasant affair to all participating. On arrival at Perth Railway Station, they were received by Captain Lee of "Fountain 2", who was in waiting with omnibuses, and conveyed to Allan's Hotel. Having refreshed, they were escorted to the ball room, in the Town Hall, which was beautifully and very tastefully decorated for the occasion, and in very short time they were "up to their eyes in business," everything possible being done by their entertainers to make them feel at home. Dancing was kept up until after six o'clock on New Year's morning. Having partaken of a hearty breakfast provided by their friends, and having given three times three and a "tiger" for Captains Lee and Kippen, and the firemen of Perth, reluctantly took their departure from the scene of enjoyment, being escorted to the station by the Perth boys. Several young ladies intend moving to Ottawa shortly. This is ominous [sic]. The "Ottawas" will return the compliment paid them by their brother firemen of Perth, before long we have no doubt.

Yesterday afternoon, Mr. Moses Holt proceeded with several men to the Canada Central Railway station for the purpose of seeing them on their way to the shanties. Mr. Holt had no difficulty in getting their baggage on board, but could not persuade the men to follow their traps. After some --ble, however, they were got aboard, they had not been in the cars many minutes when they began to fight among themselves, and one of them produced a knife and threatened to stab the conductor.

A melee followed, and it terminated with the posse being turned off the train and their baggage going on to Renfrew without them. Mr. Hold has to look after the men until this morning's train. It is doubtful whether he will be able to send them after their traps or not.

From the Ottawa Citizen of 19 May 1928

Central Canada Railway Was Suspicious As to the City's Intentions Re Broad Street

Willing to Sell Land, to Widen the Street, But Thought City Wanted Land to Give Bytown and Prescott Railway Access to the Chaudiere. An Illuminated Letter from President Abbott of the C.C.R.R.

Broad street wasn't always as wide as it is today. When the Canada Central Railway came into Ottawa about 1868 the council became seized of a desire to make Broad street a street worthy of the growing dignity of the city, after the acquiring of its second railway. (Bytown and Prescott Railway came in 1854.)

The city apparently tried all through 1872 to acquire land from the Canada Central Railway, of which J. J. C. Abbott (later premier) was president, but failed.

The city then planned to go to the legislature to secure an act to force the hands of the railway company.

At this juncture Mr. Abbott wrote the mayor (Jan. 23, 1873). As Mr. Abbott's letter contains a good deal of interesting information it is reproduced as part of the O.T.S. historical record.

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#### C.C.R.C. VIEW.

Mr. Abbott wrote from Montreal: "Sir, I understand that the corporation of the city of Ottawa have presented, or are about presenting, a petition to the legislature of Ontario for the purpose of obtaining power to acquire from the Canada Central Railway Company, the land necessary for widening Broad street. And in respect of that proceeding I am instructed to say that this company has always acted in harmony with the city corporation, and has always shown a disposition to meet its wishes. This assertion has received very recent confirmation by the conveyance to the city, at cost price, of a valuable portion of the company's station ground at Ottawa for the waterworks. And the company are prepared to follow a similar course, and entertain the same feeling with regard to the improvement of Broad street. The company have frequently stated informally, and on more than one occasion officially, that they were willing to part with the land requisite for the purpose of this improvement on the most reasonable terms as to price, that could be desired, and without excluding other conditions that might be proposed, they would be, and are willing to convey to the corporation for that purpose a like width to the present street from off their station ground, either at a price which they will name themselves, and which will be exceedingly low, or at a price to be fixed by arbitration.

#### A Suspicion.

"In fact, as to the cost of the required land, they undertake to say there will be no difficulty whatever between them and the corporation. But hitherto, the company has had reason to believe that those who pressed for the widening of this street had in view accommodation to the Prescott and Ottawa Railway Company, at least as much as the advantage of the city, or similar offers heretofore made by the company, would have been accepted. It appears to them that if the widening of the street alone is desired in the interest of the public, it will not be served by permitting the track of a railway to run along it, and that in reality, even if the width of the street were doubled, the accommodation to the public would not be increased, but perhaps diminished if a railway train ran along a portion of it.

#### Company Ready.

"As, however, the company do not believe it possible that the corporation of the city of Ottawa could lend itself to any attempt to deprive the company of its property in the interest of another railway company, on the pretence of improved street accommodation, I am now directed to repeat the proposition formerly made, to the effect that the company are prepared to facilitate, in very reasonable way, the acquisition by the city of the requisite ground for the widening of Broad street, upon such terms as to price as cannot fail to be perfectly satisfactory to the city, but subject to the condition that no railway track shall be laid down along that street.

"The company desire me further to say, that this condition is not prompted by any feeling of hostility to the Prescott and Ottawa Road. The company are themselves desirous that a street which bounds their station grounds on one side should be improved and made convenient for the public, and thereby free access can be obtained to their city frontage. They also regard it as probable that they may extend their line to some point in the neighborhood of the new bridge now being built across the gully. It is quite plain that both these objects would be impeded, if not defeated, by the running of a railway track down Broad street, as that would undoubtedly be laid alongside the company's frontage, rendering free access to it from the street, and the passage of cars with passengers across it further into the interior of the city, dangerous and inconvenient, if not practically impossible.

"And, I would remark, that the company's station ground being somewhat triangular in shape, having its longest frontage in the river, it is already shut out on one side by the waterworks canal, the ground for which the company ceded to the city for a nominal price. And that the company would regard it as especially ungracious treatment if the city corporation should now endeavor, in the interest of another railway company, still further to restrict their station ground, and to impede their only remaining access to the city."

Clipping location on The Ottawa Citizen page 2

26/02/1873 *The Times, Ottawa*

*Canada Central*

The men of the "Fountain" Fire Company of Perth, who attended the ball of the Ottawa Fire Company on Monday evening were escorted to the Canada Central Railway station yesterday morning by a large number of their brethren of this city. At the depot, addresses were delivered by Chief Young, Alderman Heney and Captain McCaffery of the Ottawa Company.

27/06/1873 *Perth Courier*

*Canada Central*

*Stittsville*

RAILROAD ACCIDENT—The Ottawa Free Press says that on Saturday evening last a boy named Edward McDonald attempted to jump upon the cars of the Canada Central near Stittsville, but missing his hold, he fell beneath the wheels, which went over his left leg, mangling it so severely that amputation was necessary. After it was performed he gradually sank and expired on Sunday afternoon. The deceased was formerly a resident of Ottawa.

12/09/1873 *Ottawa Citizen*

*Canada Central*

At a recent meeting of the company it was decided to notify the Warden of Renfrew that if \$200,000 were subscribed by the different municipalities along the route, including Ottawa, the road would be completed to Pembroke this fall. We trust this amount will be raised without delay. The interests of the whole Ottawa valley demand that the monopoly so long and arbitrarily exercised by the steam boat, horse car and stage company, which controls the trade of the Upper Ottawa, be broken up.

15/09/1873 *The Times, Ottawa*

*Canada Central*

Canada Central Timetable is dated May 7, no changes seem to have taken place in June.

20/04/1874 *Ottawa Free Press*

*Canada Central*

*Pembroke*

Account of meeting at Pembroke on 15th.

21/05/1874 *Ottawa Citizen*

*Canada Central*

*Stittsville*

The afternoon train of the Canada Central Railway ran off the track yesterday at Stittsville without damage.

21/05/1874 *Ottawa Free Press*

*Canada Central*

*Britannia*

The five o'clock train on the Canada Central ran off the track near Britannia last evening. The accident was as a result of the switch at that place being left open. The train ran about three lengths after getting off the track, but fortunately no damage was done. The passengers were brought back to town.

In consequence of a breach of faith on the part of the St. Lawrence and Ottawa Railway, the fare on Dominion Day to Brockville and return will be reduced to \$1.00. Excursion train will leave Ottawa at 7.00 a.m. and arrive at Brockville at 11.00 a.m. Return train, Brockville leave 10.00 p.m. CCR advertisement appears in several places in this edition.

The turn table of the C.C. Railway at Sand Point is undergoing repairs, and in the meantime all the turning of trains is done at the Renfrew terminus. This accounts for the increased number of trains and the extra whistling, which has been noticed for the last few days.

Along the Canada Central between Ottawa and Renfrew, the fires are again raging, and it seems as if the whole country along that line of railway is to be denuded of its timber. Hundreds of thousands of cords of wood that would have supplied the railway for years to come, has been destroyed. Coming down on the train at night the whole countryside appears to be dotted over with fires. In many places the farmers are turning the fires to good account, as the burn has been so clean that hundreds of acres of swamps and bush land were easily prepared for wheat. The Governor General had an excellent opportunity on Monday night of seeing a ten acre fallow on fire. There had evidently been a logging bee on a farm east of Stittsville, and the piles were fired in the evening so that when the train came along, there were nearly one hundred bon fires blazing in the fallow a short distance from the track. Farmers say that their fence timber that they have been saving for years past is nearly all burned, and Central Canada will never be as well fenced again with cedars as it has been.

Senator Foster of the Canada Central and Mr. Potter of the G. T. R. have gone to Pembroke with the object, it is said, of making arrangements for the extension of the Canada Central to that point. It is also reported that the guage [sic] of the road and its branches will be changed this fall or next spring to correspond with that of the Grand Trunk Railway.

From the above Ottawa telegram it would appear that there may be some foundation to the current rumour that negotiations are on foot for the sale of the Canada Central Railway to the Grand Trunk. The projected Huron and Quebec Railway, which by way of Perth, is to afford direct communication between Toronto and Ottawa and Montreal, is the supposed rival scheme which gives rise to the contemplated amalgamation of the C.C. and G.T.R. as, in addition to competing with the Grand Trunk in the front of the Province, the Huron and Quebec, in connection with the Montreal and Northern Colonization Road, will possibly be a link in the Canadian Pacific Road as far as Lake Nipissing. - Renfrew Mercury.

A public meeting was held in Pembroke, yesterday, to take into consideration the submitting of a by law providing a bonus of \$75,000 to the Canada Central. The meeting was addressed by the Hon. A.B. Foster and others and a number of favorable resolutions were submitted and carried.

Account of a public meeting held in Ottawa to consider the propriety of granting a bonus to the Canada Central to extend the line from Renfrew to Pembroke. Also covered in the Ottawa Free Press, same date.

Extract of public meeting. Intention to extend to Pembroke. Would build shops in Ottawa. The extension would be built to the narrow gauge and it was the intention to change the gauge of the CCR and B&O at the earliest possible date. Asked for bonuses from Ottawa and Pembroke.

The by-law granting a bonus of \$75,000 to the Canada Central R.R. Company, for the purpose of enabling it to extend its road from Renfrew to Pembroke, was approved at a meeting of the Council of the latter place, held yesterday. The vote will be taken on Tuesday the 16th inst., and our informant is confident that the ratepayers will confirm the action of the Council on the matter.

Mr. Stark, the engineer of the N.C.R.R. leaves tomorrow morning for the purpose of ascertaining the most direct route for the connection of that road with the Pembroke and Pacific Railroad. He will be accompanied by an engineer of the C.C. R.R.

The by-law granting \$75,000 to the C.C.R.R. Company on condition of their completing their line to this town during the present year, which was voted on yesterday, was carried almost unanimously, there being only one vote recorded against it.

A meeting was held in the city hall yesterday afternoon for the purpose of taking some steps towards the passing of the proposed by-law for the granting of \$100,000 towards the extension of the Canada Central Railroad from Renfrew to Pembroke.

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Resolution was passed.

The survey for the Canada Central extension from Douglas westward will commence this week.

The surveying party under the direction of Mr. Harris commenced the location of the proposed extension of the Canada Central Railway from Renfrew yesterday. It is expected to be soon complete, when the work of grading will be at once begun.

Details of Canada Central surveying party.

Yesterday, while shunting cars near Skead's lumber yard, and engine went down grade too rapidly, and collided with some wood cars. The tender was badly smashed but no other damage was done.

An engine with a freight train for Ottawa on the Canada Central, met with an accident yesterday morning, which will place it hors de combat for some time. One of the heavy axles of the front truck broke clean in two. No damage was done. The locomotive was run on to the switch at Bells Corners, where she will undergo repairs.

*28/05/1875 Renfrew Mercury Canada Central*

The surveying party under the charge of Mr. Harris reached Eganville on the 14th inst., and remained in the vicinity about a week, making a thorough exploration of the surrounding country. By this time the surveyors have probably reached the south shore of Golden Lake. Notwithstanding the inclement weather which prevailed from the time the survey was commenced up till within the last few warm days, all the party are well, hearty and jolly. The line as located on this survey, will, we understand, pass about half a mile from Eganville.

*10/06/1875 Ottawa Free Press Canada Central*

The people of Ottawa have decided not to give a bonus to the Canada Central - making a mistake. *Pembroke Standard*

*12/07/1875 Ottawa Citizen Canada Central Pembroke*

This morning, just as we go to press, we learn with great satisfaction that Messrs. J.A. Gordon; P. McCrea; J.S. Booth and H. MacFarland, contractors for the construction of the Pembroke extension of the Canada Central Railway arrived in town. They have made an inspection of the proposed route, and intend having a force of 600 men at work in a couple of weeks. From this it would appear that the road will be pushed on with greater promptness and vigour than has been imagined by even the most sanguine.

*20/07/1875 Ottawa Citizen Canada Central*

This morning, Mr. Harris, C.E., with a party of 22 left Renfrew to locate the Canada Central extension route. Mr. Topley, of the Notman studios, photographed the party at work.

*02/08/1875 Ottawa Citizen Canada Central Pembroke*

The Observer says a meeting was held last week in Murray's Music Hall, which was addressed by Hon. A.B. Foster and Wm. Moffatt, reeve on this all engrossing subject. Mr. Foster said that if the town was prepared to grant him the right of way at once from the township line between Bromley and Stafford to the water's edge in this town, by what is known as the eastern route, with its terminus at or about Sappers wharf, or the western route, with its terminus in Moffatt's Bay, he was prepared to guarantee that 1,000 men would be at work on the road within a week. He would accept either route if it were offered to him on the spot, but as there appeared to be a difference of opinion prevailing as to whether the eastern or the western route would be the best, he advised that the matter be left over a week and he would have the eastern route examined, he being already sufficiently acquainted with the western, and would decide, on being further advised from the town within that time, which route he should accept. A resolution was passed guaranteeing the right of way as required by Mr. Foster, and two committees were appointed to visit the parties whose land will be touched by the road on both routes, with the object of obtaining the right of way to as good advantage as possible. Numerous questions were put to Mr. Foster, and answered by him as satisfactorily as it appeared possible they could be, and it appeared possible they could be, and generally, the meeting seemed satisfied that they were at least within a reasonable time to have the much desired railway communication.

*06/08/1875 Renfrew Mercury Canada Central Pembroke*

We learn from the Pembroke Observer's report of the meeting lately held there that Mr. Foster guaranteed to have 1000 men at work from within a week from the right of way being guaranteed to him from the township line between Bromley and Stafford to the water's edge at Pembroke. Committees were appointed to secure the right of way, either by the Eastern or Western route; and the Standard reports that they have been hard at work and have both met with success. Mr. Musson C.E., who has charge of the Pembroke extension, is engaged in making instrumental surveys. Mr. Harris was also in the town.

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*24/08/1875 Ottawa Free Press Canada Central Carleton Place*

Mr. G.W. Eaton informs us that the people of Carleton Junction have offered the Canada Central R.R. Co. \$100,000, and exemption from taxes for 10 years, on condition of the workshops being located there.

*26/08/1875 Ottawa Citizen Canada Central Pembroke*

Town council met on Monday last and passed the first and second reading of the Canada Central By-law as amended. \$75,000 to the Canada Central provided that before any part of the grant is paid the railway shall purchase a suitable site for a passenger or freight station. Sets out the conditions in detail.

*31/08/1875 Ottawa Citizen Canada Central Pembroke*

The contracts for the extension of the Canada Central Railroad have been awarded to the following parties:

Sections 1 and 2 - W. Halpenny, Renfrew.  
Sec. 3 - W. Stevenson, Carleton Place.  
Sec. 4 - Wm. S. Carmichael & Co, Ottawa.  
Sec. 5 - James Cotton, Ottawa.  
Sec. 6 - P. Dion, Quebec.  
Sec's. 7, 8, 9, 10 & 11 - James A. Gordon, Sherbrooke.  
Sec's 12, 13 & 14 - Fraser & Russell, Kemptville.  
Sec's. 15, 16 & 17 - David Rowe & Co., Brockville.  
Sec's. 18, 19 & 20 - Rogers, Kelly & Co., Rouses Point.  
Sec's. 21 & 22 - P. & J. Martin, Montreal.  
Sec's 23 & 24 - D. Gordon & Brothers, Sherbrooke.  
Sec's 25 & 26 - Jas. Kelly & Co., Ottawa.  
Sec's 27, 28, 29, 30 & 31 - Geo. Neilson & Co., Belleville.  
Sec's 32, 33, 34, 35 & 36 - T. Murray, Pembroke.  
Also in the Renfrew Mercury of September 6.

*31/08/1875 Ottawa Citizen Canada Central Pembroke*

The first sod of the Pembroke branch of the Canada Central Railway was turned here last evening by Mrs. Esther Supple, assisted by Col. Peter White, and the first inhabitant of the town, and Mr. William Moffatt, Reeve, Miss. Moffatt performing the ceremony of christening the road. After the turning of the sod the assemblage adjourned to a large tent erected for the purpose and partook of a champagne lunch provided for the citizens. A letter from A.B. Foster, manager of the company, regretting his inability to be present on the occasion was read. The company was represented by Mr. R.L. Harris, Chief Engineer and Mr. T.A. Knowlton, Mr. Foster's Private Secretary. Over a thousand people were present and they testified their satisfaction at the formal commencement of the road and assurances given by Mr. Foster's letter of its speedy completion by repeated and enthusiastic cheering. The town council entertained the Engineer and a number of leading citizens at a champagne spread in the Music Hall in the evening. The Reeve occupied the chair and amongst the guests were R.L. Harris, Chief Engineer, C.S. Masson C.E., Mr. Knowlton and Mr. Blackie of Toronto. A most enjoyable evening was spent, the festivities lasting far into the night. The festivities were much enlivened by the presence of the St. Patrick's Brass Band, which discoursed some very fine music before the performing of the ceremony and during the remainder of the evening.

Awards of contracts for Canada Central Extension. Gives details of the award of contracts for the 36 sections to 14 sub contractors.

Pembroke Aug 28. At a special meeting of the Pembroke town council held this morning, Monday 30th inst. was proclaimed as a civic holiday, in order that our citizens may attend the ceremony of the turning of the first sod of the C.C.R. extension which takes place at 5 p.m. on that date.

Pembroke Aug. 30. The first sod of the Pembroke branch of the Canada Central Railway was turned here at four o'clock by Mrs. Esther Supple assisted by Col. Peter Valite sen., and Wm. Moffatt Esq., Reeve of the town, Miss. Moffatt performing the ceremony of the christening of the road.

After the turning of the sod the assemblage adjourned to a large marquee erected for the purpose, and partook of a champagne lunch provided by the citizens.

A letter from Hon. A.B. Foster, manager of the company regretted his inability to be present at this occasion, was read. The company was represented by Mr. Harris chief engineer, and Mr. T.A. Knowlton, Mr. Foster's private secretary.

Over a thousand people were present and testified their satisfaction at the formal commencement of the road, and the assurances given in Mr. Foster's letter of its speedy completion were received with repeated and enthusiastic cheering.

The town council entertained the engineers and a number of leading citizens at a champagne spread in the Music Hall in the evening.

The Reeve occupied the chair and amongst the guests were R.L. Harris C.E.; C.S. Mason C.E.; Mr. Knowlton and Mr. Blackie of Toronto. A most enjoyable evening was spent, the festivities lasting far into the night. The proceedings were much enlivened by the presence of the St. Patrick's brass band, which discoursed some very fine music before the performing of the ceremony and during the remainder of the evening.

On Saturday evening, August 28th, a meeting of the ratepayers of the village of Renfrew was held in the Town Hall; having been convened by Mr. Smith, the Reeve, for the purpose of taking into consideration the propriety of cooperating with the Canada Central Railway Company to bring the junction of the Pembroke branch with the Canadian Pacific extension right into Renfrew village, instead of having it located some four miles away on the main branch. At the hour - half past six o'clock - at which the meeting had been called, it seemed as if but little interest was being taken in the matter and that the attendance would be small; but in a short time after, the gathering increased and when the proceedings commenced, the rate payers were fully and respectfully represented. On motion of Mr. J.L. McDougall, M.P., seconded by Mr. Wm. Airth, Mr. Smith was called to take the chair.

The chairman then proceeded to state his reasons for calling the meeting. He said that about eight months ago he applied to Mr. Foster to have the junction, whenever the extension was proceeded with, placed at Renfrew; and more recently, when there was a meeting of the Directors at Ottawa, he endeavoured to secure the same object but there he was told that Mr. MacKenzie was set upon having the junction at Douglas. But still more recently, while looking with Mr. Foster over a map of the county with the different routes examined by the surveyor, he found that owing to the difficulties presented by the nature of the country, the point of junction was driven away from Douglas and close to Renfrew. Mr. McDougall and himself then suggested crossing from this place to Pembroke on the north side of the Bonnechere, in the neighbourhood of Pike Lake, a few miles from Renfrew. The surveyors had since been busy over that lone. They found it the best they had examined; and that is the route selected. The bridge to cross to the main line, on the other route, would be near McCormack's or Willy Scotts. But to bring the line direct from Pembroke to Renfrew, so as to have the junction here, while it would shorten the distance by rail two miles, would also require two more miles to be built north of the Bonnechere, and through a section where the right of way would cost more; while the bridge at the other crossing would be several thousand dollars cheaper than the one at the village. If the company brought the junction here, they would also want a good deal more ground, for keeping more engines and cars here than at present, and for working the line. On these grounds, Mr. Foster had consulted him as to his opinion what the people of Renfrew would be willing to do to assist having the junction here. He (the chairman) said they could not do much; but he would call the people together, and see if they thought it would be to their advantage to have the junction here, or at another village a few miles off. He thought they would admit that they had reaped advantages from getting the railway here. For these reasons he thought it his duty, as Reeve, to call the people together, that they might not say afterwards they had not been consulted in the matter. As far as he was personally concerned, he was quite willing to give the Railway Company the Admaston bonus. He would now leave the matter in the hands of the people, and say no more himself just then; but would call upon Mr. McDougall, who had had a conversation with Mr. Foster, to give his views.

Mr. McDougall, at first remarked that he did not think he could add much to what had been said by the Reeve; but subsequently he said that as so many ratepayers were present, it would be well of some of them would express their opinions, so that if the people wished to get the junction here, it might be known what they were willing to pay. It appeared to him that the indirect advantages of having the junction here were greater than the direct advantages: that is, it might eventually lead to the junction at Renfrew, also of the Kingston and Pembroke and of the Northern Colonization Railways. He thought the Chairman had also alluded to the repairing shops.

The Chairman mentioned that he had not mentioned that in the remarks he had just made; but he and Mr. McDougall had had conversations with Mr. Foster about it, as other places were offering large inducements to get the Company workshops located in their limits.

Mr. McDougall continued: They could not expect Mr. Foster to say the repairing shops should be here as a consequence of a bonus for the junction. He thought Mr. Foster imagined that Eganville and Renfrew would unite in giving the right of way; but, personally, he was not prepared to deal with any one on that point, as he thought the right of way should be a distinct thing from the question of bonus. With respect to giving any bonus - or what amount if any bonus were given - all were equally interested with himself and ?? And those who had the east property might be able to say what was the most advisable should be done. After some further discussion, in which Mr. James Allan and Mr. H.U. Horison took part, and in the course of which, in reply to a question what amount of bonus was wanted, it was said \$30,000 had been spoken of, and the Chairman said he did not think Mr. Foster wanted so much money Mr. John McRae suggested the propriety of adjourning the meeting for further consideration of the matter for a few weeks - it was stated that there was not enough time to do this as the contracts had been let, and a decision must readily be come to. Finally, Mr. McDougall suggested it would be as well to submit to the meeting the resolution of which he understood a draft had been prepared.

The Chairman then called upon Mr. Smallfield, as acting secretary, to read the proposed resolution as follows:-

Resolved that as the question of co-operating with the Canada Central Railway Company in making the junction between the main Canadian Pacific Branch and the Pembroke Branch at the village of Renfrew involves the outlay of a considerable sum of money, and this meeting has not had sufficient data to go upon to decide intelligently at the present time, it would be advisable to appoint a Committee consisting of the following:- Messrs. J.L. McDougall, John Smith, Felix Devine, R.C. Mills and James Ward, to ascertain the cost of bringing the junction direct into the village of Renfrew: the points for the committee to report upon being:

1st. The quantity of land required for the accommodation of the Railway Company's business, if Renfrew to be made a junction instead of a way station: and the cost of such land.

2nd. The proportion of the cost to be borne by the village of two additional miles of railway, which would have to be built if the junction be here, instead of four miles off on the main line.

3rd. The rate of increased taxation this would involve, for the next ten or twenty years.

4th. On the other hand the addition to the business of the village which would follow from the large (temporary) outlay for the construction of a permanent station of the class that would be required at the junction: with the permanent addition to the population and employment of the village, arising out of the number of men who will have to be continually engaged at the Junction: and the expenditure in the repairing shops which would necessarily be located at the Junction.

5th. The probability, if the Junction be made at this village, that this point would also be selected for the junction of the Northern Colonization Railway as well as the Kingston and Pembroke Railway.

(Mr. James Carswell was at first proposed as one of the above Committee: but it being understood that he was absent at present from the village, Mr. James Ward, on motion, duly made and seconded, was nominated instead.)

Mr. James Stewart then moved, seconded by Mr. A.J. McIntyre, the adoption of the resolution as read: Mr. Stewart stating that he had come to the meeting with the intention of opposing the bonus: but after he had heard he was inclined to think it might be advisable to give something.

The meeting then adjourned.

From the Pembroke Standard.

Our town council met last Saturday, at which telegrams were read from Hon. A.B. Foster, and our Reeve, Wm. Moffatt, Esq., who were in Renfrew stating that the first sod of the extension would be turned on Monday the 30th inst., and a Committee was appointed to make arrangements for that event. In the Town Hall on Monday, the Committee met, when provision was made for celebrating the event, as also for providing liquors wherewith to entertain "the public who will gather there to celebrate the occasion." At this meeting it was moved by Mr. William Murray, seconded by Mr. J.G. McCormack, that the Reeve, Mr. Wm. Moffatt Esq., be appointed to break the ground on the C.C. extension, and committees were appointed to see the necessary arrangements carried out. Bills were also issued on Monday morning, proclaiming the day as a holiday, and several of the stores which had been opened at once got their shutters on again, and moved round town discussing the latest news on event of the day.

At five o'clock in the evening the point of attraction was the east side of the bridge, where the station of the railroad is expected to be located, and at Supple's Point a large covering had been erected to adjoin to after the ceremony. The Brass Band reached the ground about five o'clock, and shortly afterwards was followed by the Reeve and other gentlemen, who proceeded to the spot marked out. They were quickly followed by a crowd who made a ring around the chief actors. Mr. Moffatt introduced Mr. R.C. Harris, engineer on the road who stated that he had been suddenly called upon by the Hon. Mr. A.B. Foster to officiate in his absence, but at the present time it was not necessary to make a speech. He thanked the people of Pembroke, and as representative of the C.C. Railroad, requested the Reeve to continue with the work to be done.

Mr. Moffatt then read a letter of apology from Hon. A.B. Foster for not being present on the occasion, stating that urgent business matters called him away. Mr. Moffatt said it gave him extreme pleasure to work at the present moment, but before doing so he selected Mrs. E. Supple and Peter White, son, to assist, and then taking hold of the pick, proceeded as if he intended to finish the job. Mrs. E. Supple then lifted some of the earth with a spade, followed by Mr. White, and the wheelbarrow was "hurried" away by the Reeve and emptied. On returning, Mr. Moffatt called over his oldest daughter, Miss Margaret Moffatt, to christen the road which she did, "according to ancient usage" by saturating the ground with the contents of a champagne bottle, which she broke over it.

The crowd then adjourned to the building which had been temporarily erected, the tables of which were very thickly dotted with champagne bottles ? a hog's head of beer also being ? the round. Here several toasts were drunk ? tempting beverage - illegible.

Our own reporter furnishes us with the following summary of the conclusion of the proceedings:-

As the "crowd" at the temporary shed erected was "boss" of the situation, the Committee prudently thought prudent to delay furthering the proceedings until evening, than to meet at Murray's hall when, about eight o'clock quite an assemblage gathered and the programme, intended to have been gone through on the ground was fully carried out, with the addition of several volunteer toasts. The Pembroke Brass band was also in attendance, and discoursed several pieces during the evening. The programme, with the additions having been fully completed by about half past twelve, the assemblage dispersed, and all felt satisfied that if, in their way, they had contributed to the extension of the road to Pembroke, it surely must be completed before January next.

Pembroke is now satisfied. Our Own adds, she will be brought down on a level with other places by the first of January, and we have no reason to doubt that such will be the case, as they are a people hard to be got over.

P.S. - "Our Own" did not see the "stores moving around town," &c., as stated by the Pembroke Standard.

10/09/1875

Renfrew Mercury

Canada Central

Renfrew

There is not much actual progress to report. Mr. A.W. Bell, we believe, has not succeeded in making satisfactory negotiations for the right of way in the neighbourhood of Renfrew - the owners of property declining the proposition to name their own price for the amount of compensation required. Wednesday night's train brought in eight or nine car loads of railway construction implements and lumber and furnishings for the navy camps. A number of strangers have arrived within the last few days and are hanging around town looking for work on the road.

11/09/1875

Ottawa Free Press

Canada Central

Chaudiere

A special train was kept in waiting at the Canada Central Depot, from 7 o'clock to 8 o'clock, this morning, for the purpose of conveying the "Conqueror" steamer to Arnprior. Fortunately, however, the special train was not required. (N.B. there was a fire at Arnprior).

11/09/1875

Ottawa Citizen

Canada Central

Arnprior Chaudiere

Last night a special train left the Canada Central depot for Arnprior, having on board the "John Heney" fire steamer. Mr. J.D. O' Donoghue, M.P.P., Ald. Birkett, and several others accompanied the machine. On arriving at Arnprior, a line of hose was laid at the scene of the fire, but before the engine was long at work, it burst a length of hose. Ald. Birkett telegraphed for more hose, but the order was subsequently countermanded, the Smiths Falls engine, having arrived with a fresh supply. The "Conqueror" was held in readiness to go to Arnprior if required.

14/09/1875

Ottawa Free Press

Canada Central

Pembroke

We are pleased to learn that the contractors for the Pembroke extension of the Canada Central Railway are rushing things on gloriously. Mr. Thomas Murray, who has the sections nearest the village, cannot get men enough to rush things as he would like. He promises to have his portion of the road done by the first day of December. So mote it be.

17/09/1875

Renfrew Mercury

Canada Central

Renfrew

Account of railway meeting on location in Renfrew.

Resolved - That the Hon. A.B. Foster, in consideration of the right of way being furnished, shall give a bond that if the conditions of the junctions of both the extensions to the Georgian Bay branch of the Canadian Pacific Railway and of the Pembroke branch of the Canada Central Railway shall be placed at the present Station grounds be not complied with within two years from this date he shall forfeit to the Municipality of the Village of Renfrew the sum of twenty thousand dollars.

27/09/1875

Ottawa Citizen

Canada Central

Pembroke

Two sections of the road between Renfrew and Pembroke have been commenced, and the work is being actively carried on. There is over a mile of the Murray section ready for the ties, and we have no doubt the Roger section will very soon be able to report a like progress. Mr. Neilson is also about commencing with his contract, and will doubtless push it on with all his wonted energy and expedition. The Renfrew people and Mr. Foster have not, as far as we can learn, settled their differences yet, which doubtless causes some delay in commencing the section next Renfrew village. - Observer.

01/10/1875

Renfrew Mercury

Canada Central

Pembroke

Rumours about the Pembroke extension of the C.C. Railway were various and conflicting in the early part of the week. First it was reported that Mr. Foster had determined, on account of the difficulty of satisfactorily settling about the right of way, to stop the work, and that all hands would be discharged by the contractors. This rumour was hardly well afloat, before it was superseded by another, that Pembroke had boldly taken the bull by the horns, and had contributed \$10,000 in cash to pay for the right of way without any further delay.

In point of fact, Mr. Foster had taken the matter in hand and, assisted by Mr. Smith and Mr. Allen P.L.S., had come to terms with owners of property outside the village on Tuesday; and on Wednesday work was commenced on the bridges over Smith's creek and the Bonnechere River. The crossing of the latter will be at Mr. Murphy's farm.

P.S. As we go to press we learn that Mr. Foster, finding that exorbitant prices are expected for farm land near the village, has notified Mr. Smith and Mr. McDougall (who had given the right of way), that he will pay them for their land at the same rates as the other parties have received, but that he will no longer hold himself bound to make the junction here.

*21/10/1875 Ottawa Citizen Canada Central Pembroke*

Mr. Michael O'Meara and Mr. Andrew Irving snr. Have been appointed trustees of the railway debentures on behalf of the town.

*21/10/1875 Ottawa Free Press Canada Central Pembroke*

A gentleman recently arrived in Ottawa from Pembroke informs us that Mr. Murray has over four miles of the Canada Central extension graded and ready for laying the ties.--

*22/10/1875 Renfrew Mercury Canada Central Pembroke*

The grading from the north side of the Bonnechere River up to Cobden and from Pembroke to Snake River, is we understand, very nearly completed, but there is a great deal of work to be done before the bridges will be ready for the engine and cars to cross.

In this village the difficulties in the way of settlement for the right of way have all been removed with the exception of the compensation for damages involved in the removal of Mr. Inglis's store, nearly opposite the Exchange Hotel, in which instance resort, it is probable, will be had to arbitration - as the sums offered and that demanded, for compensation, are presented by widely different figures.

Also reported in the Ottawa Citizen of 23rd.

*29/10/1875 Renfrew Mercury Canada Central Pembroke*

The work on the road is steadily, and we might even say, rapidly progressing. Messrs. Blade & Fortrine, sub-contractors under Mr. Murray, are pushing on their mile section with all possible speed, and have it done now, except a part below Mr. White's where they have built a large stone wall as a breakwater, and have an unusually large amount of "filling" to do. Messrs. Neilson & Co. have recently put on 200 men on their section, being determined to "rush" the work. We learn that the bridge across the Bonnechere at Renfrew is partly built, the abutments on either side being completed. Many of our townsmen are of the opinion that the road will be put through during the early part of the winter. Pembroke Standard.

Also in the Ottawa Citizen of 27th.

*03/11/1875 Ottawa Free Press Canada Central Pembroke*

A letter received in this city states that the laying of rails and ties on the extension of the Canada Central was to be begun today. All the ties should be delivered along the line by this time and it is the intention to have trains running over the road as far as Graham's Bridge, thirteen miles from Pembroke, by Christmas.

The work is being pushed on with great energy. Of course a portion of the line from Graham's Bridge to Pembroke, will be completed even earlier than the rest, but the trains will not be able to reach the town until the bridge is completed.

*05/11/1875 Renfrew Mercury Canada Central*

Account of Inglis arbitration case. Found for the Company with Inglis responsible for \$150 costs.

*05/11/1875 The Times, Ottawa Canada Central Pembroke*

The work upon the Canada Central Railway extension to Pembroke is making rapid, and in all respects satisfactory progress, and the wisdom displayed by Mr. Foster in selecting the most enterprising, energetic and experienced railwaymen as contractors, is being very well exemplified. The rails and ties are already lying at Renfrew, and the process of laying the permanent way will commence upon Monday next. It is expected that this portion of the work will be completed as far as Cobden by the 20th of the present month. As to the rest of the line, it will be ready to have the rails laid in the course of a fortnight, with the exception of the section in the vicinity of Snake River, about seven miles from Pembroke, where there is some rock to be excavated, which will necessarily take some time. The bridge across the river will also take some time to construct, but it is in the hands of an energetic contractor - Mr. McFarlane - who has a great many men engaged upon it, and no opportunity of pushing it forward to completion is lost. It fact there is little room to doubt that the rails will be laid from Renfrew to Pembroke without interruption by the first of next year. It is not a little remarkable that, so far as present appearances indicate, the whole 37 miles of railway will have been begun and finished within three months - a very striking contrast to the progress being made in building the Northern Colonization Railway. There have been twelve contractors, employing over one hundred men each, engaged upon the road, and they will be in readiness, as soon as their present contracts are completed, to start upon the main line to the Georgian Bay, their tools and general appliances being, it might be almost said, upon the spot. Mr. Foster deserves great credit for the way in which he has expedited the work, as well as upon his choice of men with whom to entrust it.

*10/11/1875 Ottawa Free Press Canada Central Pembroke*

The first rail was laid the day before yesterday on the Canada Central Railway extension, and the road will be in a condition to allow trains to run as far as Cobden before the first of January. The bridge over the Bonnechere river is nearly completed, while the construction of that which crosses the Muskrat River presents considerable difficulties owing to the mud bottom. It is expected, however, that trains will be running into Pembroke by early next spring.

*11/11/1875 Ottawa Free Press Canada Central Pembroke*

We are informed that the grading of the road to Pembroke will be completed in a very short time, and that pending the construction of the bridge over the Muskrat, the trains will run only as far as that stream, whence to Pembroke the distance is about eight miles. Once begun, the bridge can be built within a month, and it is thought that there will be no difficulty in having it ready for the trains by the middle of January. Robert Davidson, the obstreperous farmer who denied the company the right of way, has at length been disposed of. He insisted on and succeeded on getting three times what the property was worth. The sum paid him was \$250.

*12/11/1875 Renfrew Mercury Canada Central Renfrew*

Mr. Inglis' store is in the course of removal from its old to its new site, and for the last day or two has necessarily obstructed the highway to some extent, vehicles having only a small space on which to pass by. As soon as the store was moved a little, the work of laying the rails on the Pembroke extension was commenced. Two gangs of men are now at work - one on the north and the other on the south of the Bonnechere River. The latter have crossed Main street to the bridge over Smith's creek, and will probably have finished the track as far as the bridge over the Bonnechere by the end of this week.

*19/11/1875 Renfrew Mercury Canada Central Pembroke*

The work of laying the rails on the Pembroke extension - which we mentioned last week was in progress, was, we understand, commenced at the Renfrew station, by the officials connected with the running of the trains.

On Friday the 19th inst., the first engine with some half a dozen platform cars, loaded with rails, passed over the trestle bridge over Smith's creek - Mr. Smith, one of the directors of the company, being on the engine on the first trip, which was repeated several times during the course of the day.

The bridge is from the design of Mr. R.L. Harris, Chief Engineer of the Extension and is a very substantial looking structure, and from its size, something superior to anything else of its kind in this section of the Province.

It is 244 feet long and 23 feet 2½ inches wide at the top so as to give room eventually for a double track of 4 feet 8½ inches, though there is at present but one track of 5 feet 6 inches in the centre. The height in the middle is about 39 feet from the bed of the creek to the base of the rail. There are 24 bents, 12 feet apart. Each bent has 4 plumb posts and two batter posts, with a batter of 1 in 5 with two rows of longitudinal wales, four wales in each row with ?? As guards are so placed that when one wheel struck the outer rail the other wheel would strike the guard rail. The whole is uncommonly solid and the work has been excellently done by the contractor Mr. McFarlane.

The masonry of the bridge over the Bonnechere was finished on Wednesday. There are three piers to the bridge one of which is in the centre of the stream, and to this one there is a cutwater with a slope of 1 in 1. The approaches are formed by five trestle bents at either end, the sills of which are placed on stone walls. The truss, it is expected, will be raised at the end of this week.

There are already about two miles of rails laid north of this bridge; and as soon as it is completed, the work will progress with greater rapidity than at present, when the rails have to be drawn by horses from the piling grounds.

*20/11/1875 Ottawa Citizen Canada Central Renfrew*

Four railway men were placed in the lock up for being drunk and disorderly during the past week. The Mercury says - "As a rule the railway hands behave themselves very well, but out of such a number there are of course some exceptional cases."

*25/11/1875 Ottawa Citizen Canada Central Pembroke*

The work on the railway extension is still being prosecuted with great vigour. Messrs. Murray & Wilson's contract may said to be completed, while Mr. Neilson has 250 men at work on his section. We learn that the contractors on the other sections of the line are making equal progress, and that already Mr. Foster, with commendable energy, has laid over four miles of rails from Renfrew. It is not therefore too much to expect the completion of the road to Cobden, or perhaps to Musk Rat, this fall in time for the winter trade. Mr. Harris, the chief engineer, we are informed, expects to have the road fully completed to Pembroke this winter, but we fear Mr. H. reckons too much on his own untiring energy. We are satisfied however that neither Mr. Foster nor Mr. Harris will spare any effort to complete the line to Pembroke at the earliest possible day. - Standard.

*26/11/1875 Ottawa Citizen Canada Central Musk Rat River*

The bridge over the Musk Rat River on the Canada Central Extension will be completed next Tuesday.

*30/11/1875 Ottawa Citizen Canada Central Renfrew*

The new railway bridge at Smith's Creek, near Renfrew, on the line of the Canada Central railway has been completed. It is 246 ft. in length, 23 ft. 2 1/2 in. in width, and about 39 ft. in height from the bed of the creek. The plans were prepared by Mr. R.J. Harris, the coy's Chief Engineer and the work was performed by Mr. McFarlane.

*10/12/1875 Renfrew Mercury Canada Central Renfrew*

Some three weeks ago when describing the trestle bridge over Smiths Creek, we mentioned that the masonry work of the bridge over the Bonnechere River was nearly completed, and that the trestle work would be shortly raised. Mr. McFarlane, the contractor, has since pushed through the work with such energy that on Tuesday afternoon of this week - a day in advance of the time indicated by common reports as that when the bridge would be ready for the rails - we received a word from Mr. Harris, the chief engineer, that an engine would cross the bridge in something less than an hour's time; a fact which he correctly thought the local reporter would wish to be on hand to make a note of. Accordingly we started off to the bridge and found a small group of interested spectators watching the surveyors taking some final observations, and a numerous construction party busy in spiking down the rails. This was accomplished about five o'clock; and as soon as the track was ready, the locomotive "No. 2" with Mr. D. Kelly as driver, started on the first trial trip across the Bonnechere River. The train consisted of engine, tender and a platform car; and the party on board the tender comprised Mr. Harris and the members of the engineering staff; Mr. H. McFarlane, the contractor; Mr. John Smith, one of the directors of the Company, Mr. Smallfield, of the Renfrew Mercury (the press being honored with the first invitation by Mr. McFarlane;) Mr. Allen. P.L.S; and Mr. J.R. Smith of the Upper Ottawa Mill Works.

The engine was driven slowly on to the bridge a short distance, and then brought to a standstill for a brief period; it was then moved on to the centre span, allowed another rest; then taken right across and brought back half-way again - men being stationed upon the lower chords of the truss to observe and measure the deflections. There was no spring or shaking motion to indicate that the locomotive was moving on a bridge, instead of on the solid earth.

After this preliminary and satisfactory test, the train proceeded north, Pembroke wards as far as Mr. John Jamieson's farm, which is about half the distance to which the rails are already laid beyond Renfrew. Here a stoppage was made while a load of wood on the platform car was rapidly being thrown off; and then the locomotive started south again at a fair rate of speed, crossing the Bonnechere bridge slowly, and the long trestle bridge at a much quicker pace. Crossing Main Street, the locomotive then stopped, and the party got off, giving three hearty cheers for Mr. Harris and Mr. McFarlane before separating.

The bridge consists of three piers of first class masonry, supporting a stone truss of two spans and a total length of 185 feet. The approaches are trestle upon stone piers, and the total length of bridge and approaches is 304 feet. The height from low water mark to the base of the rails is 32 feet.

All of the work has been done according to the directions of the Chief Engineer, the draughtsman being A. Morganstein; Engineer in Charge, G.F. Belknap: Contractors Henry McFarlane and Phillip McRae; Foreman William Ross.

Also covered in the Ottawa Free Press on 15th.

*11/12/1875 Ottawa Citizen Canada Central Renfrew*

Renfrew merchants and traders are beginning to wear that resigned cast of countenance, that is so peculiar to residents of Sand Point, now that the railway is being extended to Pembroke. Some parties are already negotiating to leave the by-station. This is no discredit to Renfrew, for the inhabitants of that place did their utmost to prevent the extension of the road. Eganville will now begin to get the cream of the traffic in that part and Pembroke will soon be replenished with the greater part of Renfrew, and become the city of the north. - Eganville Enterprise.

*16/12/1875 Ottawa Citizen Canada Central*

Mr. A.C. Burgess has obtained the sole right to sell books, papers and other necessities and luxuries on the Canada Central Railway trains. He commenced operations yesterday and he succeeded much better than anticipated.

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

From a subscriber we learn that the track on the Pembroke extension of the Canada Central Railway is now laid as far northward as Cobden and that the first passenger train passed over the new track on Saturday last.

Mr. A.B. Foster has been in Renfrew during the past week; and on Wednesday the contractors on the Pembroke extension of the C.C.R.R. were paid up. This will put a great deal of money in circulation.

Mr. T. Murray has obtained the contract for fencing the whole of the Pembroke extension for the sum of \$25,000.

While the pile driving machine on the Muskrat was being moved, the other day, the hammer - a mass of iron weighing 27 cwt., was raised too suddenly and becoming detached went to the bottom - through, it is said, seven feet of water and about twenty of mud. A man was cutting a hole in the ice for a pile, at the moment the hammer fell, and in its descent, he narrowly escaped being struck by it.

This is also in the Renfrew Mercury of January 23.

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

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

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

Full account of inquest of accident on the Canada Central in which a man was run over and killed. Verdict - accidental death.

Also reported in Free Press January 26 and 27.

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

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

On Monday an inquest was held on the body, in the Railway freight shed --

Verdict - Accidental Death.

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

The snow banks were so heavy in some places that the Canada Central Railway tracks were completely blocked up. In consequence no mail reached Pembroke today.

Canada Central advert only shows the line open as far as Renfrew so presume the mails were transferred to a sleigh at Renfrew.

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

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

21/02/1876 *Ottawa Free Press* *Canada Central* *Pembroke*

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

Also printed in the Renfrew Mercury February 25th.

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

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

25/02/1876 *Renfrew Mercury* *Canada Central*

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

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

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

21/04/1876 *Ottawa Free Press* *Canada Central*

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

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

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

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

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

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

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

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

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

*09/06/1876 Renfrew Mercury Canada Central Pembroke*

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

*15/06/1876 Ottawa Citizen Canada Central Pembroke water*

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

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

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

Note CCR adverts still show as open to Renfrew only.

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

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

Note CCR advert shows trains to and from Renfrew only.

*30/06/1876 Renfrew Mercury Canada Central Pembroke*

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

Also in the Ottawa Free Press for 5 July.

*14/07/1876 Renfrew Mercury Canada Central Pembroke*

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

*24/07/1876 Ottawa Free Press Canada Central locomotive*

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

*25/07/1876 Ottawa Free Press Canada Central Pembroke*

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

*03/08/1876 Ottawa Free Press Canada Central Pembroke*

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

*25/08/1876 Renfrew Mercury Canada Central Pembroke*

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

*25/08/1876 Renfrew Mercury Canada Central Pembroke*

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

*25/08/1876 Renfrew Mercury Canada Central Renfrew*

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

*01/09/1876 Renfrew Mercury Canada Central Renfrew*

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

**30/09/1876 Ottawa Citizen Canada Central**

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

**30/09/1876 The Times, Ottawa Canada Central**

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

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

**02/10/1876 Ottawa Free Press Canada Central Pembroke**

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

**04/10/1876 Pembroke Observer Canada Central Pembroke**

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

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

More

**06/10/1876 Renfrew Mercury Canada Central Pembroke**

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

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

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

**18/10/1876 Ottawa Free Press Canada Central Pembroke**

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

**20/10/1876 Renfrew Mercury Canada Central Pembroke**

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

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

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

**01/12/1876 Renfrew Mercury Canada Central Pembroke wood**

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

**29/12/1876 Renfrew Mercury Canada Central Pembroke**

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

*23/02/1877 Renfrew Mercury Canada Central Pembroke*

From the Pembroke Standard. We are sorry to learn the confirmation of a rumour, circulated through town some time ago, viz., that on and after this date, the Canada Central Railway Company will run only one train per day to and from Pembroke, and that the 11 o'clock mixed train will consequently be withdrawn. The reason as given for this action on the part of the Railway authorities are: first, the small amount of traffic, and secondly, the want of engines, as we learn that there are altogether only three engines on the whole road belonging to the Canada Central Railway Company. It is really too bad that we should be reduced to one train per day, which must henceforth be much more irregular than it has hitherto been. We hope that the revival of trade in the spring, consequent on the timber drives, &c., will enable the Company to again renew their accustomed arrangements along the line.

*16/03/1877 Renfrew Mercury Canada Central Pembroke*

Affairs in connection with the C.C. Railway appear to be so complicated generally, as to constitute a complete muddle at present - to the detriment of Renfrew and Pembroke.

By the stoppage of the midday trains at Sand Point, the mail, which used to arrive here at half past two o'clock in the afternoon, cannot now be delivered until after nine o'clock at night. Then, as there is but one train a day, the outgoing mails have to be closed by half past eight in the morning - making it very inconvenient to reply, when needed, by return of post. All this bother might have been avoided by bringing the day train, as was till recently the case, right on to Renfrew: which might be done, it is generally believed, without loss to the Company. It is feared this village suffers on account of the difficulty about the Georgian Bay Branch.--

*13/04/1877 Renfrew Mercury Canada Central locomotive*

From the Central Canadian. A fine new engine made at the Kingston Works is about to be placed upon the freight traffic between Brockville and Sand Point. She is said to be a beauty in every respect, and very strong.

*27/04/1877 Renfrew Mercury Canada Central Renfrew*

On Monday morning, on the arrival of the train from Pembroke, the appearance of Sheriff Morris, who came down by it, was quickly followed by the report that the engine and some of the cars were in his possession, having been seized at the instance of the B. & O. R.R. Company. After some little delay, during which Mr. Smith, Warden of the County, was interviewed and requested to sign a bond for security for the amount - which instrument had been prepared in Pembroke - the train proceeded to Ottawa; although Mr. Smith, we understand, declined to append his signature to the document.

*02/06/1877 Ottawa Free Press Canada Central Pembroke*

The first carload of cattle ever shipped from Pembroke left the station last Tuesday morning.

*24/07/1877 Ottawa Citizen Canada Central*

The injunction obtained of Messrs. Walker, McIntyre and Ferguson at the suit of H.A.B. Foster against the Brockville and Ottawa Railway, restraining the latter company from interfering with the rolling stock of the Central, was yesterday, on motion before the Chancellor, continued until the 3rd September, when a rule absolute will be moved.

*12/09/1877 Ottawa Citizen Canada Central Pembroke*

The evidence in the suit of the Egan Estate vs. the Canada Central Railway Company was taken before the Master in Chancery, yesterday; Messrs. Milligan & Green, Brampton, for the plaintiff; Walker, McIntyre & Ferguson for the defendants. This is an action to recover value for 3 1/2 acres of land near the town of Pembroke owned by the Egan Estate and taken by the company for railway purposes.

*10/10/1877 Ottawa Free Press Canada Central*

There is now in progress an arbitration case between the Sparks estate and the C.C.R.R., with regard to some six acres of land occupied by the railway company in the vicinity of the round house, and belonging to the estate. Mr. James Cunningham is acting as arbitrator for the Sparks estate, Hon. James Skead for the C.C.R.R., and Hon. Mr. Cockburn as referee. Mr. McIntyre appears for the C.C.R.R., and Mr. Christie for the Estate. They met last evening in Messrs. Wright & Cockburn's office, when evidence as to the value was given on behalf of the estate by Messrs. McLean, T.M. Blaisdell, A. Pratt, Jas. Clarke and Dr. Mallock. An adjournment was then made until this evening.

*09/11/1877 Ottawa Free Press Canada Central*

No action has yet been taken by the C.C. R.R. stockholders with regard to the vacancy resulting from Mr. Foster's death. The adjourned annual meeting will be held shortly.

*08/12/1877 Ottawa Free Press Canada Central Eganville*

Eganville - A good deal of discontent is felt in this section of the country on account of the want of an extension of the C.C.R. The community were sanguine two years ago for an extension. When Mr. Foster's surveyor here followed the line of Mr. Duncan Sinclair and approved of it as the best route, which would also open out a large extent of back country and centralize trade. The extension to Pembroke only partially benefits the country, as it is situated at the extreme end of it, and takes only a portion of the traffic. This can at once be perceived by a glance at the map of the county; whereas if the termini of the line were here, it would be situated at a point equal distance to all parts of the county, and accessible to all. It is to be hoped that ere long a new contract will be given and the best route selected, and the work pushed on. As it is now, a large and extensive part of the county is perfectly isolated from railway communication and large tracts of land are unsettled, which would be otherwise if the iron horse was heard travelling.

*14/12/1877 Renfrew Mercury Canada Central*

Today the transfer of the Canada Central to the Brockville and Ottawa Railway took place, a settlement having been arrived at.--

*14/12/1877 Perth Courier Canada Central*

TRANSFER OF CANADA CENTRAL - The anticipated transfer of the Canada Central Railway from the Hon. A. B. Foster company to the Bolckow interest, took place last week. Mr. H. Abbott, Manager of the Brockville Line, becomes also Managing Director of the Canada Central, and Mr. A. B. Chaffee, the late Secretary of the Canada Central, the Vice-President. Mr. T. N. Richardson, of the Brockville Road, becomes President of the Canada Central. The rest of the Directors are Messrs. H. V. Neal, J. Ashworth, Hon. J. J. C. Abbott, J. N. Travers, D. Galbraith M. P., and John Smith.

*21/12/1877 Renfrew Mercury Canada Central*

New timetable came into operation - part of the article is missing.

RAILWAY SUPERINTENDENT - Mr. T. A. McKinnon, formerly superintendent of the Canada Central Railway, has been appointed to a similar position upon the united roads. Mr. Abbott, however, will hold the post of general manager of the amalgamated roads.

RAILWAY AMALGAMATION - Both the Brockville and Ottawa and the Canada Central Railway Companies give notice in today's official Gazette of application to Parliament, at the next session, for an act granting power to those companies to amalgamate, and also for regulating and limiting their bonded debt, stock, etc.

NOT WANTED - A large number of officials upon the Canada Central Railway have been discharged since the amalgamation, or rather have received notice to quit after the 31st inst. Economy and retrenchment are the order of the day, and one consequence should be that the joint roads will hereafter be put on a better paying basis than heretofore.

28/12/1877 *Perth Courier**Canada Central*

TIME-TABLE - Elsewhere will be found the new time-table of the amalgamated B. & O. and Canada Central Railways. It will be seen that two daily trains now run to and from Pembroke. The new management is vigorous.

03/02/1878 *The Times, Ottawa**Canada Central**Renfrew*

The late fire at Renfrew

Burying the remains of two of the victims,

The mortal remains of Mr. James McAdam were interred yesterday in the family burying ground at Pakenham.

Mr. McAdam, at the time of his death, was station master at Renfrew, and was well and favorably known, not only to the employees along the line, but also to nearly everyone living along the route of the railway. Orders were given from head office that special trains should run yesterday for the purpose of conveying relatives and friends to and from the funeral.

Unfortunately the intimation that the special train was to leave the city did not reach Ottawa until Saturday afternoon when it was too late to advertise the fact in the newspapers, and the consequence was that very few city members of the Masonic lodge body attended the funeral.

Precisely at nine o'clock, however, the train left, and by the time Carleton Place was reached a large number of the fraternity were on board. Here it was joined by the train from Brockville, containing over 130 Masons, and on arriving at Pakenham the number was augmented to nearly 250.

After waiting for few minutes, the train from Renfrew arrived containing the remains of Mr. McAdam in charge of the members of the Renfrew Lodge to which the deceased belonged.

The funeral procession - details omitted

The brethren from Pembroke and Renfrew then got on board the train and proceeded to Arnprior where the funeral of Mr. James Tierney awaited them, the remains having been left at Arnprior on the way down.

08/02/1878 *Renfrew Mercury**Canada Central**Renfrew*

A large quantity of rails were recently brought to Renfrew. Whether they are for the repair of the C.C. line, or in preparation for further extension we cannot say: but there are ?? Illegible.

25/06/1878 *Ottawa Free Press**Canada Central**Eganville*

A party of engineers employed in laying out the route for the extension of the C.C. Railroad from Pembroke to Lake Nipissing are now camped about two miles from Pembroke. It is rumored that work will be commenced on the route in the course of a few weeks.

28/06/1878 *Renfrew Mercury**Canada Central**Pembroke*

The work of preparing for the extension of the railway from Pembroke progresses favorably. The line which, we believe, has now been definitely located across the bay, maintains the course mentioned by us in a former issue, and the actual work of construction is only delayed by the non-arrangement of right of way difficulties. The engineers say that the work will be fairly begun by the first of July, if not before that time. Pembroke Observer.

30/07/1878 *Ottawa Citizen**Canada Central**Stittsville*

Bush fires between Stittsville and Ashton. The fences along the road were destroyed and men were at work trying to save the ties on the road. The heat was so great that passengers on the trains durst not put their heads near the windows while passing.

08/08/1878 *Ottawa Free Press**Canada Central**Pembroke*

The work on the railway extension goes slowly but steadily on. The work of driving the piles for the construction of the road across the bay has begun in earnest and, though it is necessarily a slow process, it cannot, with the efficient force at work, take many weeks to have this portion of the work completed. It is expected that the work of grading will be begun at once on the section belonging to Messrs. T. & W. Murray - Pembroke Standard.

09/08/1878 *Renfrew Mercury**Canada Central**Pembroke*

The work of railway construction has now commenced in real earnest at this town. On Wednesday evening at exactly nine minutes to four o'clock, the pile driving scow was got into position close to the new wharf and the first pile driven solidly home. The piles are driven over 30 feet into the earth, and as the latter is of a close and solid character, it is likely that the work will prove quite a lengthy one. About twenty men are engaged in building a sort of elevated wooden breakwater to connect with the "piled" structure, on the western shore of the river. When completed this work will be seven or eight feet above the river level and will amply protect the shore at that point from the inroads of the river. We understand that Thos. Murray Esq. has secured the contract for grading the first fifteen miles of the road above Pembroke, and that he is already at work making preparations to push it forward vigorously. Messrs. Aldon and Eaton, contractors for the pile driving portion just at this town, are also evidently determined to "rush" matters with vigor. Pembroke Observer.

16/08/1878 *Renfrew Mercury**Canada Central**Pembroke*

Favorable progress on the railway extension continues here. The pile driver which, it will be remembered, commenced its work at the new wharf, has completed the distance between that point and the end of the street running down by the Copeland House (Prince of Wales street). The breakwater on the western bank of the river is also making good headway. It is now intended, we believe, to continue this latter work as far as the roadway leading to Thistle & Green's saw mill, the point where the "piled" portion of the road will terminate. A considerable portion of the right of way plans have been prepared for registration, after which the grading can be proceeded with irrespective of the claims of the various property holders along the line of rest; that is disputed claims of damages can not delay work on the road, and failing an amicable arrangement, must afterwards be settled by arbitration. Pembroke Observer.

The amount of unemployed muscle in this town is something marvellous to contemplate. The operations of the railway contractors are evidently a god-send to the idle community. Heretofore they could only loaf at the street corners, now they can watch the pile driver and criticize the actions of the men who run it. Pembroke Standard.

21/08/1878 *Ottawa Free Press**Canada Central**Pembroke*

According to law, the plans and book of reference of the Western extension of the Canada Central Railway has been deposited in the office of the Clerk of the Peace, Mr. H.C. Loucks, where they may be inspected by those curious about such matters. The profile shows a wonderful easy piece of road building between Pembroke and the Petewawa. The line is almost a dead level. - Pembroke Observer.

*23/08/1878 Renfrew Mercury Canada Central Smiths Falls wood*

On Friday last, as the one o'clock train for Brockville was just going out, several parties went into the freight shed at the depot and the baggage master Earle, not knowing of their presence in the shed, and having duties elsewhere, locked the door and went off. Shortly after a great racket at the door. Mr. Bayley was near at the time, and inquired what the matter was, when the prisoners made known their distress. They were passengers by the train and were in danger of being left behind. Mr. B. started for the key, but the chaps, fortunately discovered another door which they could unbar inside, and caught their train while she was taking on wood. Smiths Falls News.

*30/08/1878 Renfrew Mercury Canada Central*

Messrs. Worthington & McIntyre, contractors for the building of the Canada Central extension to the Nipissing have made a proposition to purchase the Canada Central between Brockville, Ottawa, Perth and Pembroke, from the present owners, and Mr. McIntyre has gone to England to negotiate the purchase. Perth Courier.

*30/08/1878 Renfrew Mercury Canada Central Pembroke*

Several teams are engaged in drawing stone from Mr. White's quarry to Pettewawa, for construction of the piers of the railway bridge there. Quite a number of men are employed at the quarry.

With the stir occasioned by the railway extension, the running of the mills and foundries, and the building of new platforms, Pembroke presents quite a busy appearance at present. We notice that building operations are also increasing. Pembroke Observer.

*13/09/1878 Renfrew Mercury Canada Central Pembroke*

The work of dressing down the piles driven to support the railway track past here was commenced several days since and is now proceeding vigorously, quite a large piece of the track thus elevated being apparently almost completed. The breakwater in Moffatt's bay is also drawing towards completion. The construction of the road is likely - in fact, is certain - to cost our town corporation something extra for street improvements. The heavily laden wagons which are portaging stone from White's quarry for the bridge at Pettewawa are already beginning to cut up Main street considerably, and will doubtless, before long necessitate a fresh coat of macadam, and at the same time attract the attention of out Town "fathers." Pembroke Observer.

*13/09/1878 Renfrew Mercury Canada Central*

The conductor of the C.C. freight train, Mr. Thos. Malone, was instantly killed yesterday afternoon while the train was passing under the bridge at Mansfield, opposite Mr. Malloch's mill. He had gone on the roof of the car looking after some tramps whom he suspected were on board, when his head came in contact with one of the beams of the bridge dislocating his neck. This is the third or fourth fatal accident that has occurred in the same place, from the same cause. Arnprior Review.

There is a full account in the Renfrew Mercury of 20 September.

Coroner's jury verdict: "The deceased came by his death from his head accidentally coming in contact with Dockart bridge railway crossing while on top of the car in discharge of his duty; and we recommend that this being the third accident of a similar fatal nature which has occurred at this locality, that the attention of the railway company be called to the fact, so that accidents be prevented, or danger in future, if possible, be obliterated."

*11/10/1878 Renfrew Mercury Canada Central Pembroke*

The contracts for supplying ties for the railway extension westerly from Pembroke have been given out. Messrs. T. & W. Murray have received a contract to supply 40,000 and A. Cameron & Co. have received a contract to supply 13,000. Pembroke Observer.

*05/11/1878 Ottawa Citizen Canada Central*

The Canada Central Company have ordered fourteen new platform cars from the Coburg car factory. Business must be brightening up.

*08/11/1878 Renfrew Mercury Canada Central Perth*

The Canada Central Railway Co. are getting fourteen platform cars built for the road in a Coburg factory. Perth Courier.

*15/11/1878 Renfrew Mercury Canada Central Pembroke Gauge change*

The first rails of the western extension of the Canada Central Railway were laid on Wednesday last, and the track is now in running order from where it branches off below the station to the lakeshore. Five new platform cars for the extension arrived here on Saturday evening last and as they are built for the "narrow gauge" they had to be hostled out to other cars to be brought from Brockville here. The Canada Central is, we believe the only wide gauge railway now in Canada, and it seems that it is the intention to change it to narrow gauge, which is the preferable one. The portion of the track already laid has two rails on one side so as to suit either gauge, but it is likely only a temporary arrangement. The bridge across the bay is now almost finished with the exception of the spans where the spaces are left streets, and Messrs. Murray are vigorously prosecuting the work of filling and cutting, which is very heavy along the main road. A great portion of the road further up is all graded and ready for the rails, which will likely be laid in a few weeks. Pembroke Standard.

*22/11/1878 Renfrew Mercury Canada Central Arnprior*

A new iron bridge is to be constructed by the Railway Company over the Madawaska river here. The present wooden one, the centre span of which had begun to sink, having been condemned by the Government Inspector, locomotives are not allowed to pass over the bridge. A platform has been laid across by which passengers are enabled to walk over. The freight trains and empty passenger cars are backed up a short distance on coming to the bridge, the locomotives driving themselves forward again rapidly, when being suddenly detached they are carried across by the impetus thus communicated. Arnprior Review.

*29/11/1878 Renfrew Mercury Canada Central Arnprior wood*

There will be no wood purchased by the C.C. at Franktown this year. This will be a great drawback to farmers owning wooded lands as they have hitherto depended on that source for making money during the winter season. Perth Expositor.

The Railway Company, at length, moved by the many fatal accidents that have occurred at the Dockart crossing have decided to raise the bridge at this point, and men are now actively engaged at the work. The bridge will be raised about three feet. A similar bridge at Pakenham has also been raised in the same way. Arnprior Review.

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

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

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

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

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

On the 3rd inst. an engineering party, under Mr. Ramsay, Jr., left Pembroke to commence surveying operations near Rockcliffe and towards Nipissing. The Petewawa River railway bridge was finished last Monday. It consists of three spans constructed of wrought iron. The centre span is 138 feet clear - is a through bridge - high type, pin connections - and rests on rollers at both ends to allow for the contraction and expansion of the iron. The other two spans are trussed iron girders, each 60 feet 6 inches clear. The total length of the bridge is almost 284 feet. It was built by the Phoenixville Bridge Works - Clarke, Reeves & Co., Philadelphia. This company built the long span iron bridge on the Intercolonial R.R. and many notable bridges throughout America. The following parties from Renfrew went on the survey:- W. Tierney, J Bures, J. Ross, and W. Burns.

**28/02/1879 Renfrew Mercury Canada Central Pembroke**

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

**08/03/1879 Ottawa Citizen Canada Central Chaudiere**

The Canada Central freight Shed Robbed

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

**31/03/1879 Renfrew Mercury Canada Central Renfrew**

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

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

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

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

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

**04/04/1879 Ottawa Citizen Canada Central Bells Corners**

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

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

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

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

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

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

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

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

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

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

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

**05/05/1879 Ottawa Citizen Canada Central**

CCR advertisement.

Tenders will be received up to the 20th inst. for the filling of the two gullies on the line of this railway between Sand Point and Renfrew, one at Castleford the other at Russell's known as the "Big Gully" and "Russell's Gully" respectively, tenders to include erection of necessary stone culverts. Brockville, May 1st. 1879.

**23/05/1879 Renfrew Mercury Canada Central Pembroke**

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

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

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

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

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

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

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

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

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

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

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

*08/08/1879 Renfrew Mercury Canada Central Pembroke*

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

*15/08/1879 Perth Courier Canada Central*

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

*22/08/1879 Renfrew Mercury Canada Central*

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

*19/09/1879 Renfrew Mercury Canada Central*

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

*01/10/1879 Almonte Gazette Canada Central*

#### HOLIDAY EXCURSION

##### The Annual Holiday

So generously allowed by Messrs. B. W. Rosamond & Co., to their large number of employees, was given on Saturday last, with an excursion to Sand Point by rail and thence by boat to Gould's Landing, on the Ottawa. Having been invited, ...we gladly availed ourselves of the opportunity of doing so. As train time approached (10:44 a.m.), a large number of excursionists, numbering, we should say, not less than five hundred had collected at the station. The arrival of the train was the occasion of a general stampede for seats; and although seven passenger cars were provided, very many were compelled to stand throughout the trip. ...we soon left Pakenham behind and arrived, somewhat abruptly, at Arnprior. As the train had cleared the bridge over the Madawaska, and while rounding a small curve in the road, the three last cars were THROWN FROM THE TRACK and went bouncing over the rough ties at the unpleasant rate of twenty miles an hour, causing a general terror and consternation among their occupants. After running in this way for about two hundred yards, the coupling between the third and fourth cars was, most providentially, broken by the great strain upon it, and the three dislodged cars were left behind. A hasty exit was made by everyone. ... for a distance of fifty feet, the ties were literally torn to atoms by the wheels, the ground plowed up, and the track displaced. The front car leaned to one side at an angle of forty-five degrees; had it gone 10 yards farther it would have lain on its top in a hole on the road side. The cars were twisted and shook considerably, but received no very great damage. The passengers were all unharmed, but greatly frightened, as well they might be.

The conductor, Charles Spencer, Esq., a courteous and obliging gentleman, after ascertaining that no one was hurt, proceeded with the remainder of his train to Sand Point, returning immediately for those of the party who had been left behind. The delay occasioned by the accident was not more than one hour, About one or two hours was spent at Gould's Landing, when the party embarked on the return trip, arriving at Sand Point at six o'clock. Here we were informed that no trains had arrived during the day, on account of the damage done the track by our train in the morning. Conductor Spencer, the section master, and a number of men were busy during the day relaying the track, but had not yet got it completed. Shortly after 12, a train arrived, and in about an hour more we were all en route for home, where we arrived about 3 o'clock Sunday morning.

*03/10/1879 Ottawa Citizen Canada Central*

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

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

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

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

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

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

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

*23/10/1879 Ottawa Citizen Canada Central*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Canada Central Workshops.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*19/12/1879 Renfrew Mercury Canada Central*

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

*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.

*04/02/1880 Ottawa Free Press Canada Central Franktown*

Train collision at Franktown. Full details.  
Also in the Quebec Saturday Budget of 7 Feb 1880

*20/02/1880 Ottawa Citizen Canada Central*

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

*24/02/1880 Ottawa Citizen Canada Central Gauge change*

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

*27/02/1880 Renfrew Mercury Canada Central Gauge change*

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

*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.

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

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

*09/04/1880 Renfrew Mercury Canada Central Gauge change*

We have been informed that the 24th, 25th and 26th of April are the days appointed on which to alter the C.C.R. to the narrow gauge. The new engine, No. 12, for the narrow gauge of the C.C. Railway, arrived here on Wednesday evening, and is now in the engine house. The tender is also at the station, in readiness to be fitted up by the fitters, who were expected to arrive here last night from Ottawa, where they have been fitting up another engine. No. 12 will be in readiness to run between Renfrew and Pembroke by the time the gauge over that section is changed, on the 24th inst.

*14/04/1880 Ottawa Citizen Canada Central Gauge change*

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

*16/04/1880 Renfrew Mercury Canada Central*

Timetable advertisement. Commencing Thursday, the 15th of April.  
A mixed train will be run as follows:- leaving Pembroke for Mackey's Station on Tuesdays, Thursdays and Saturdays at 8 a.m., and returning on Mondays, Wednesdays and Fridays, will leave Mackey's Station at 4 p.m. --

*16/04/1880 Perth Courier Canada Central*

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

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

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

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

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

*23/04/1880 Perth Courier Canada Central Gauge change*

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

**23/04/1880**    *Globe and Mail*

*Canada Central*

*Pembroke*

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

**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.

**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.

**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.

**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.

**30/04/1880**    *Perth Courier*

*Canada Central*

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

**30/04/1880**    *Perth Courier*

*Canada Central*

*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.

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

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

The change from Ottawa and also from Brockville to Carleton Place was commenced on Sunday morning, all being completed by Sunday evening.

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

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

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

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

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

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.

14/05/1880 *Renfrew Mercury**Canada Central**Renfrew*

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

17/05/1880 *Ottawa Free Press**Canada Central**Gauge change*

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

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.

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.

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.

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.

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.

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.

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

27/08/1880 *Renfrew Mercury**Canada Central*

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

27/08/1880 *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.

10/09/1880 *Renfrew Mercury**Canada Central**Renfrew*

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

17/09/1880 *Renfrew Mercury**Canada Central**Sand Point*

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

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

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

23/09/1880 *Ottawa Free Press**Canada Central**Chaudiere*

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

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.

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.

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.

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

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

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.

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

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

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.

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".

25/11/1880 *Ottawa Free Press*

*Canada Central*

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

26/11/1880 *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 Mackay'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 Mackay's Station at the time the transfer takes place, and we understand Mr. G.W. McDonald is preparing for that event.

27/11/1880 *Quebec Saturday Budget* *Canada Central*

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

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 Alouette Lake - that is the broad expanse of water that lies between the town and Alouette Island. The bridge is the most substantial wooden structure, 1,880 feet long with metals laid as true as a die, and skirting the lake shore of the town. The view from the cars here was a pretty one. On the one side

The Town of Pembroke

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

Pettewawa

eleven miles distant from Pembroke is reached, the land becomes sandy, as those of Arabia Deserta, and is in some places as rolling as a Western prairie, and where the fires in days gone by, have swept through, it is covered with a bush of low growth, wherein it is said that last year moose were shot. The land along the immediate line of the road in this neighbourhood is not particularly well adapted for agricultural purposes, but it answered the ends of the contractors well, as it furnished excellent ballast, better, in fact, than can be found in many of the roads constructed during late years. The timber along the line where small undergrowth of pine does not exist, is principally small birch and white poplar. The former is good for bobbin making and the latter for paper manufacturer.

Apropos of both it is said that some enterprising men are about to lay hold of both industries and there is no reason why they should not - there is plenty of water power to be had, and an easy means of transit for the material produced. Near here, and across the Petewawa river is a three span iron bridge built like the one across the Ottawa River at the Chaudiere, a most substantial structure by the Phoenix Bridge Company of Philadelphia. This passed, then comes another tract of land bearing a somewhat desolate look. More brush, and a long and unoccupied tract, sandy and clay flats, having withal charms to the eye of the contractor of a railroad, inasmuch as it presents no obstacles in the shape of rock cutting. The track from Pettewawa to

Chalk River

21 miles from Pembroke, is as level as a croquet lawn, and it is well ballasted. This river is crossed by a Howe truss wooden bridge, 80 feet long and then the station is reached. This is a primitive structure (as yet) of logs, but when finished, your correspondent is assured it will really be a most commodious place.

Description continues

Use of a steam shovel.

From Bissets Creek the line is broad gauge

Get a copy

*29/11/1880 Ottawa Free Press Canada Central Brockville*

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

*30/11/1880 Ottawa Citizen Canada Central*

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

*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 Bisset'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.

*10/12/1880 Renfrew Mercury Canada Central Renfrew*

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

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

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

*14/12/1880 Ottawa Free Press 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.

*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.

*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.

*24/12/1880 Ottawa Citizen Canada Central*

Second part of description of Canada Central extension.

*01/01/1881 Ottawa Citizen Canada Central wood*

The Canada Central Railway will discontinue the use of wood on their road, commencing today, and will burn coal altogether.

*14/01/1881 Ottawa Citizen Canada Central Chaudiere*

The Canada Central Railway intend erecting another freight shed in addition to those now in course of construction.  
The Canada Central Railway is putting up a new and improved danger signal at the Chaudiere.

*14/01/1881 Ottawa Free Press Canada Central Chaudiere*

The Canada Central Railway are going to build a new freight shed at the Chaudiere.

*19/01/1881 Ottawa Citizen Canada Central*

The Canada Central expects to increase their rolling stock by the addition of new cars, locomotives, etc. at an early date.

*24/01/1881 Ottawa Citizen Canada Central Haley's*

On Saturday, between three and four o'clock, Edward King, a brakeman on the Canada Central Railway lost his life at Healey's station, being run over by the cars and instantly killed. At the time the accident occurred he was coupling the cars but slipped and was caught by a frog. His body was taken to Perth where his relations reside.

Presume this should read Haley's.

*11/02/1881 Renfrew Mercury Canada Central Renfrew wood*

When Mr. Archer baker, the General Manager, and Mr. Stephenson, the Road Superintendent, of the Canada Central Railway, were seen taking a survey of the railway grounds at the Renfrew station on Tuesday of this week, visions of the long talked-of new station were indulged in by some of the spectators. They were a little ahead of time, however: it was only a new wood shed that was under discussion.

*25/02/1881 Ottawa Citizen Canada Central Brockville*

The Canada Central Railway are building a new ferry to ply between Brockville and Morristown.

*25/02/1881 Ottawa Citizen Canada Central Chaudiere*

The passenger depot of the Canada Central Railway depot is about completed and the companies will occupy it early in March.

*26/02/1881 Ottawa Free Press Canada Central*

During the present week the Kingston Locomotive Works have turned out two splendid new engines, one for the St. Lawrence and Ottawa Railway and the other for the Canada Central.

*04/03/1881 Ottawa Citizen Canada Central Chaudiere*

The Canada Central has taken possession of their new freight shed. The old one is being pulled down.

*21/04/1881 Ottawa Citizen Canada Central*

The shareholders of the Canada Central Railway will have a general special meeting at Brockville on 1st June to arrange for amalgamation with the Canadian Pacific Railway Syndicate.

*22/04/1881 Renfrew Mercury Canada Central Renfrew*

A new siding has been laid down this week at the Renfrew station, extending from the tank, and round the engine-house, to the switch where the track in front of the station building joins the main line. This new siding is on the west side of the main line, and is intended to afford space for shunting off the accumulation of freight cars which now frequently occurs at this station. It cannot be said, however, to afford increased accommodation, in the way of ease of approach to the public, but it actually adds to the inconvenience of passengers having to procure tickets and all others having business to transact at the office. The former have now three tracks and two platforms to cross before they can take their tickets; and those having freight to deliver at, or receive from the shed, have to haul it over three tracks. All this inconvenience might be avoided if the long-talked of new station were only built, and, as it should be on the west side of the line, or that nearest the village. Of course, if that is going to be done soon, the new siding would be out of the way. Meanwhile the public have the privilege of grumbling as much as they like; but that seems to be all they can do about it.

Owing to the laying down of the above new track, the telegraph pole supporting the wires from the Montreal Telegraph Co.'s office to the office in the station building, was too close to the rails and brought the cars which were being shunted to a standstill on Tuesday night. By 6 o'clock on Wednesday morning, Mr. W. Kelly was at work taking down the wires and superintending the removal of the pole to a distance of some eight feet from the rails. By eight o'clock the weighty pole was firmly fixed in the new position, and the wires in working order.

*09/05/1881 Ottawa Free Press Canada Central Chaudiere*

The vicinity of the new Union Depot, at the Chaudiere, presented a lively appearance yesterday. A large number of laborers were employed in removing the track from in front of the C.C. depot, into its position at the new depot. Another track was also placed to run to the new freight shed. The new depot will be used for the first time today.

*09/05/1881 Ottawa Free Press Canada Central Mackay's*

A branch of the western extension is being constructed from Mackay's station to the banks of the Ottawa, to facilitate the shipment of timber by rail.

*16/05/1881 Ottawa Free Press Canada Central Chaudiere*

The work of track laying and ballasting at the new Union station is about completed and trains will commence to land passengers there in a few days.

*21/05/1881 Ottawa Free Press Canada Central Chaudiere*

All passenger trains by the Canada Central Railway and Q.M.O. & O. Railway at the new Union Chaudiere Station commence arriving and leaving on Monday morning next under the new arrangement, by which Mr. Frederick Baker, of the Canada Central, has full supervision of the interests of both roads. Mr. C.L. Louin has charge of the freight interests of the North Shore Road, and Mr. D. Hamilton, of the C.C. Railway, has charge of the freight interests of the latter road. The Canada Central issue tickets for both lines, and all passenger tickets will be sold from the one office, and all trains leave the yard under the supervision of the Canada Central officials.

*11/06/1881 Ottawa Free Press Canada Central*

At a meeting of directors and shareholders of the Canada Central Railway Company held here yesterday afternoon, the necessary steps were taken to consummate the amalgamation with the Canadian Pacific Railway Company. The lines hitherto known as the Canada Central are henceforth part of the Canadian Pacific, and will be operated by that company. Mr. Archer Baker, formerly, general manager of the Canada Central has been appointed superintendent of the eastern division of the Canadian Pacific - the district extending eastward from Lake Superior. -- Brockville Recorder.

*30/09/1881 Renfrew Mercury Canada Central Gauge change*

The gauge of the Western Extension of the C.P. R'y., between Mackey's Station and Mattawa was changed on Saturday last and is now uniform width with this end of the line. This will be a great convenience to shippers, no doubt materially reducing the cost of heavy goods. If the company would only make some sensible running arrangements now, their road would be a real benefit to the lumber trade. As trains are at present run, unfortunately, the trade is nearly as much hampered as in the old steamboat days. There is no truth in the report that, with the change of gauge the Mattawa end of the road would be handed over to the Canada Pacific Railway Company by the contractors, Messrs. Duncan McIntyre & Co. This latter will run the section in question for yet an indefinite time. Pembroke Observer.

*11/11/1881 Ottawa Free Press Canada Central Perth*

The Perth Expositor of yesterday says: "The Railway Company have a gang of about twenty men at work on the workshops, and they have already put down several hundred posts for the foundations of three large buildings, two of which will be over 200 feet in length. The Ottawa deputation to Montreal seems to be aiming at getting the engine works, but with poor success. In fact, Ottawa is not in a position to make any offer, it has not sufficient vacant ground within the city for workshops, and, therefore, could not give exemption from taxation, and under the present law it would be utterly impossible to carry any bonus by-law in a city, especially one so scattered and with such diverse interests as Ottawa." The remarks made in regard to this city by the Expositor are quite incorrect - it has failed to tell the condition of the popular pulse of the people of Ottawa regarding railway workshops, or else we are mistaken.

*27/04/1882 Ottawa Free Press Canada Central Ottawa, Broad Street*

The railway authorities at the Union Station have made a good move. They will not permit any shantymen under the influence of liquor to depart in any of the trains, but will detain them till they come to their sober senses. This will save a good deal of trouble and - the windows of the cars. Yesterday an inebriated shantymen attempted to board an up train on the C.P.R. but was gently prevented from doing so by Constable Tom Graves, who held him in check until the train departed. The man of the woods turned up sober this morning, and was then allowed to proceed to his destination up the river.

*15/05/1926 Ottawa Journal Canada Central*

Article by H.H. Morgan on the Canada Central Railway, Get copy.

Supplement on the Centenary of Ottawa.

Long article on the construction of the Canada Central Railway.

The first locomotives:

W.F.H. Bolckow,

John G. Richardson.

H. Abbot

were built at Taunton, Mass., which had already turned out locomotives for the B&O.

In July 1870, B&O and Canada Central suffered heavy loss through the destruction of their plant at Brockville including the roundhouse, and workshops as well as one locomotive, two passenger cars and seven boxcars, all intended for use on the Canada Central, as well as one sleeping car half completed.

In October 1870, taxes having been remitted, they were rebuilt in Brockville and continued in use there until their final removal to Carleton Place.

24/12/1926

*Ottawa Citizen**Canada Central**Franktown*

A bloodless head-on collision in snow storm at Franktown, 1880

Engines damaged, but nobody hurt, due to headwork of engineer of standing train in backing up when he saw other train approaching.

On Feb.. 3, 1880, there was a serious train collision at Franktown, on the old Canada Central Railway. The wreck occurred on a Tuesday evening. The following story of the smash will be the read with interest. This story was written by a reader of the O. T. S. from documents in his possession. His story makes interesting reading.

The south bound train was late and the north bound train had orders to cross it at Franktown. The latter arrived safely through the blinding storm and was standing on the main line, when the south bound train was head rattling along at her usual flight.

Uneasy feeling.

There was a feeling of impending doom from the engine crew of the north bound train. This was in the days of hand brakes. Johnson Elliott, who was engineer on the north bound train, reversed his engine and started to back up. This little back-away by the engineer considerably modified the force of the collision.

When crash came.

"The engine truck of Elliott's engine left the track and ran under the end of the platform Elliott's engine continued to back up for a short piece after they struck.

"Elliott and his fireman jumped after they started back and when he saw the other train was not stopping.

"When the trains stopped the passengers on the north bound train discovered the stove pipes down and lamp chimneys broken. The front ends of both engines were pretty badly done up.

"Another engine was telegraphed for at Brockville, and another went from Carleton Place. At about 12 o'clock the passenger and mail on the north bound train will pulled back, the mail, baggage and passengers all being transferred.

Jumped in Snowbank.

"The express messenger of the north bound train was missing at first but turned up. He had jumped and was buried up in the snow bank.

"Nobody was injured in the slightest. Major Elliot of Perth was among the passengers. He was considerably upset at being deprived of the pleasure of hearing the renowned actress Miss Neilson, who played in Ottawa that night.

Central Canada Railway Was Suspicious As to the City's Intentions Re Broad Street

Willing to Sell Land, to Widen the Street, But Thought City Wanted Land to Give Bytown and Prescott Railway Access to the Chaudiere. An Illuminated Letter from President Abbott of the C.C.R.R.

Broad street wasn't always as wide as it is today. When the Canada Central Railway came into Ottawa about 1868 the council became seized of a desire to make Broad street a street worthy of the growing dignity of the city, after the acquiring of its second railway. 1 (Bytown and Prescott Railway came in 1854.)

The city apparently tried all through 1872 to acquire land from the Canada Central Railway, of which J. J. C. Abbott (later premier) was president, but failed.

The city then planned to go to the legislature to secure an act to force the hands of the railway company.

At this Juncture Mr. Abbott wrote the mayor (Jan. 23, 1873). As Mr. Abbott's letter contains a good deal of interesting information it is reproduced as part of the O.T.S. historical record.

\* \* \*

#### C.C.R.C. VIEW.

Mr. Abbott wrote from Montreal: "Sir, I understand that the corporation of the city of Ottawa have presented, or are about presenting, a petition to the legislature of Ontario for the purpose of obtaining power to acquire from the Canada Central Railway Company, the land necessary for widening Broad street. And in respect of that proceeding I am instructed to say that this company has always acted in harmony with the city corporation, and has always shown a disposition to meet its wishes. This assertion has received very recent confirmation by the conveyance to the city, at cost price, of a valuable portion of the company's station ground at Ottawa for the waterworks. And the company are prepared to follow a similar course, and entertain the same feeling with regard to the improvement of Broad street. The company have frequently stated informally, and on more than one occasion officially, that they were willing to part with the land requisite for the purpose of this improvement on the most reasonable terms as to price, that could be desired, and without excluding other conditions that might be proposed, they would be, and are willing to convey to the corporation for that purpose a like width to the present street from off their station ground, either at a price which they will name themselves, and which will be exceedingly low, or at a price to be fixed by arbitration.

#### A Suspicion.

"In fact, as to the cost of the required land, they undertake to say there will be no difficulty whatever between them and the corporation. But hitherto, the company has had reason to believe that those who pressed for the widening of this street had in view accommodation to the Prescott and Ottawa Railway Company, at least as much as the advantage of the city, or similar offers heretofore made by the company, would have been accepted. It appears to them that if the widening of the street alone is desired in the interest of the public, it will not be served by permitting the track of a railway to run along it, and that in reality, even if the width of the street were doubled, the accommodation to the public would not be increased, but perhaps diminished if a railway train ran along a portion of it.

#### Company Ready.

"As, however, the company do not believe it possible that the corporation of the city of Ottawa could lend itself to any attempt to deprive the company of its property in the interest of another railway company, on the pretence of improved street accommodation, I am now directed to repeat the proposition formerly made, to the effect that the company are prepared to facilitate, in very reasonable way, the acquisition by the city of the requisite ground for the widening of Broad street, upon such terms as to price as cannot fail to be perfectly satisfactory to the city, but subject to the condition that no railway track shall be laid down along that street.

"The company desire me further to say, that this condition is not prompted by any feeling of hostility to the Prescott and Ottawa Road. The company are themselves desirous that a street which bounds their station grounds on one side should be improved and made convenient for the public, and thereby free access can be obtained to their city frontage. They also regard it as probable that they may extend their line to some point in the neighborhood of the new bridge now being built across the gully. It is quite plain that both these objects would be impeded, if not defeated, by the running of a railway track down Broad street, as that would undoubtedly be laid alongside the company's frontage, rendering free access to it from the street, and the passage of cars with passengers across it further into the interior of the city, dangerous and inconvenient, if not practically impossible.

"And, I would remark, that the company's station ground being somewhat triangular in shape, having its longest frontage in the river, it is already shut out on one side by the waterworks canal, the ground for which the company ceded to the city for a nominal price. And that the company would regard it as especially ungracious treatment if the city corporation should now endeavor, in the interest of another railway company, still further to restrict their station ground, and to impede their only remaining access to the city."

Clipping location on The Ottawa Citizen page 2

Great Day for Pembroke when First Canada Central Train Come.

It was a great day for Pembroke when the first train on the old Canada Central Railway steamed joyously into town on October 3, 1876. The Canada Central (now part of the great C.P.R. system) was to Pembroke what the Bytown and Prescott was to Ottawa in the fifties.

To Pembroke the coming of the Canada Central engine meant the end of stage coaches, the end of the water route via Muskrat Lake, and it meant a quick journey to Ottawa.

It was no wonder, therefore, that the whole town turned out to see the first train enter the town.

Everybody was Happy.

On that third day of October there was a big celebration in Pembroke. Mr. Fortier, the local historian tells us. Four kegs of beer were parked near the place of entrance and the people who liked beer were free to help themselves. The day was practically a general holiday. There were sports and other forms of amusement.

At night there was a public banquet at the Copeland House at which all the leading citizens and the Canada Central officials sat down to a sumptuous repast. At this banquet all the speakers told of the great future ahead of Pembroke.

Gave \$75,000 Bonus

Pembroke town gave \$75,000 bonus to the Canada Central Company in order to get the road, and John Supple, a local land owner, gave twenty thousand dollars worth of property, a station site and yard. Mr. Supple had the honor of turning the first sod of the road in 1875. The picture herewith depicts the arrival of the first train on October 3, 1876.

Stage to Renfrew

For ten years prior to 1876 the Canada Central had been built into Renfrew. During those ten years many Pembroke people went into Renfrew by stage and took the train there, rather than go by the slower water route via Cobden, etc.

Now Pembroke has both the Canadian Pacific and the Canadian National Railways.

Gang of Rivermen Beat Up the Conductor  
But Arnprior Constables of '70 Brought them to Task.

The conductors on trains that ran to upper Ottawa river points in the 'Seventies and carried shantymen, used to have a pretty hard time. The river men used, as a general thing, to get drunk, refuse to pay their fares or insist on turning the train inside out. Shantymen and train crews had frequent rows. Here is a story of a row which took place on a Canada Central train in the year 1873. It is told by the Arnprior Review of that year:

A row occurred on the Canada Central railway train, on its route from Ottawa to Renfrew on Monday last. It appears that a riverman being the worst of liquor, came to Mr. Munroe, of Torbolton, who was on his route up the river, and caught hold of him: neither being able to understand the other, led to a tussel between the two, in which the other rivermen took part. Monroe [sic] left them, when the conductor went in, and soon came back and asked Monroe to assist him in (illegible) the rivermen. A (illegible) in which about nine of the rivermen attacked and beat the conductor. The conductor telegraphed to Almonte and Pakenham to have them arrested, but no constables were on hand, but when they came to Arnprior our vigilant constables were on hand, and took three men. Two of the crowd were tried by our magistrate and sent to jail for thirty days for assaulting the conductor on the train. They went to Pembroke to break stones, on Tuesday morning. So much for whiskey.

24/01/1930 *Ottawa Citizen**Canada Central*

Made ties for the old Central Canada Railway back in 1865

A man who cut ties for the old Central Canada Railway in 1865 and 1866 lives in Ottawa in the person of Mr. Alex Twa, Robert street. At that time the Central Canada was building its lines from Carleton Place to Renfrew. The line was not continued to Pembroke until 10 years later.

Mr. Twa then lived in Clarendon in Pontiac county and was about 25 years of age.

The ties in question were cut on the Quebec side of the Ottawa river in Clarendon and taken across to the Ontario side on sleighs in winter.

The ties which Mr. Twa helped to cut, hew and score were 'ties that were ties." They were big generous ties. In size they were nine feet long, six inches thick, and had a face of eighteen inches.

Asked by O.T.S. why the ties were made that big Mr. Twa said, "Well the truth is they came that way. The tamarac trees from which we made them were big trees and it was easier for us to make them of generous size than to make them smaller. Less work was entailed."

At that time most of the farmers used single horses on their sleighs. A dozen of these big "green" or wet tamarac ties was considered a good load for a single horse to draw in the eight mile trip from the point of cutting in Quebec to the point of delivery in Ontario. The across river road was generally quite heavy.

Didn't pay well

Mr. Twa says that three men cutting, hewing and scoring could make twenty-five ties in a day. As the company only paid 12 cents per tie delivered, it will be seen that the contractor for the ties could not make any money, unless he was able to use members of his own family in the work and not much even then.

Went into the river

In the spring of 1866 Mr. Twa and two other men almost lost their lives while delivering ties to the Ontario side. It was getting late in the spring and the ice near shore was getting unsafe.

One day when three teams were almost at the Ontario shore, the ice broke under them and they went into the river. But fortunately there was a long shelving shore at that point and the men and teams merely got wet, instead of being drowned.

All made by hand

In connection with the making of these ties, it must be remembered that the facing was all done by hand and not by machinery and their manufacture was therefore necessarily slow. A little later ties were all faced by machinery and were turned out very quickly.

04/09/1937 *Ottawa Citizen**Canada Central*

The big fire, which in 1870 swept all the Ottawa river front and much of the interior of Carleton County bulks large in the memory of Mr. John Cardill, veteran resident of Ottawa who, at the time of the great conflagration was living on a farm on the tenth line of Goulbourn. Sometime in the sixties, fire, which destroyed a part of the old Rochesterville tannery forced his father out of work there and the family moved out to Goulbourn.

At the time of the big blaze in Carleton, the Canada Central Railway was being built north and west of Bell's Corners. Mr. Cardill was one of the construction gang employed on the job: the men boarded and roomed at Nelson Corbett's rooming house in the village of Bells Corners.

Destroyed Rails.

"At the time the fire broke out," says Mr. Cardill, "I was working with a gang some distance north of the village. At that time we were engaged in loading ties on a wagon belonging to Jeremiah Sullivan, of Ramsay. The district in which we were working was mostly swamp land covered with a thick growth of cedar bushes. The flames not only swept the cedar bushes, but they burnt the newly laid ties and warped the rails which had been laid or were beside the road-bed.

"I distinctly remember that the flames spread with such rapidity through the district where we were working that we had to flee for our lives. When we reached what was known as Robinson's rock cut we found the flames had already swept through the village and there was absolutely no chance of reaching the boarding house to get our belongings. We were forced to join other unfortunate fire sufferers in a head-long flight down the Richmond road in the direction of the city.

"Those of the villagers who had buggies or wagons packed what belongings they could and fled. Those who had no vehicles left everything and fled on foot. Some of the people, mainly women and children, fairly exhausted from running and lugging what effects they could with them, stopped at Graham Bay and sought shelter there from the rushing flames. I recall that quite a number of us, mostly members of the construction crew, continued on down the road until we reached what was then known as Barry's bay - a little hamlet a short distance east of Woodroffe, now known as Springfield Park. There we spent the night.

"On returning to Bells Corners the following day we received instructions to commence immediately on the work of rebuilding the burnt section of the railroad. So anxious were the officials to have the work completed in the shortest possible time that they kept us employed day and night, with only brief rest periods, but without a wink of sleep. I well remember that when Saturday night came I threw myself down on my bunk and fell into such a sound sleep that I didn't wake up until Monday morning. That was certainly a trying ordeal."