

Local Railway Items from Area Papers - Canada Central Railway

29/01/1861 Ottawa Citizen

Canada Central

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NOTICE

Is here by given, that Application will be made to the Legislature at its next Session, for an Act to Incorporate a Company for the construction of a Railway from some point at or near Montreal, to the City of Ottawa, and then by way of Amprior to some point on Lake Huron, at or near French River, under the name of the CANADA CENTRAL RAILWAY COMPANY, and transferring to such Company all the rights and franchises granted by the Act passed in the 19th & 20th year of Her Majesty's Reign, entitled an Act to provide for and encourage the construction of a Railway from Lake Huron to Quebec.

January 23, 1861. s34-tf

01/02/1861 Ottawa Citizen

Canada Central

Ottawa

During last week,- almost from the beginning to the end of it, the member for the County of Carleton attended upon the Carleton County Council in this city, for the purpose of obtaining a grant of fifty pounds from the Council to aid him, - according to his own representation, in procuring an Act of Parliament for the Incorporation of " the Canada Central Railway Company." The said member of Parliament had his own views on the subject, and the members of the County Council had theirs, but the result was simply this, - the Council would not grant him the fifty pounds. A glance at the facts of the case will show that the view taken by the County Council was correct, and that their decision was wise and proper. Nearly a year ago a petition akirig for authority to construct a Railway through the Valley of the Ottawa, was shown in this city and was signed by many. The member for Carleton was the bearer of that petition, and solicited signatures, and made suitable representations in relation to it, at the time. He expressed extreme anxiety on his part, that the petition should be ready in good season, so that he could present it, at the very beginning of the session of Parliament. It was ready before the session commenced, hut the petition - notwithstanding all this hurry and anxiety, did not make its appearance in Parliament till the tenth day of April, though the House met on the 28th of February. Possibly he had certain reasons for holding it back so long, and at present we will venture no opinion on that point further. But begore the session closed, Mr. Powell's celebrated Bill, "To incorporate the Canada Central Railway Company," passed the House of Assembly, and was stopped in the Legislative Council through means of the application of the Legislative Assembly made to the Legislative Council against it, by reason of something improper and not at all creditable in connexion with it, having been discovered. It is only necessary for us to state here, thai the Journals of the House say that on the 4th of May 1860, "Statements of facts on which that bill had been pased by the House," were sent to their Honors the members of the Council. They had been deceived. Most ignominously it was discarded and thrown out of the Council, not one would support it. Of course it fell to the ground disgraced, and so it remained.

The petition for the Incorporation of a Company to construct a Railway through the Valley of the Ottawa and Westward, was signed in good faith and intrusted to Mr. Powell for the purpose openly and honestly stated, but according to the evidence which we have on the subject, it was used in bad faith by Mr. Powell. No such bill as Mr. Powell's Canada Central Railway Company Bill, was at all asked for, or contemplated by the signers, but Mr. Powell used the names of these petitioners in carrying his own Bill through the House. On the influence of their names he carried it through, though they had no knowledge of the use being wrongfully made of their names and their petition.

The Bill which was printed and distributed, is not the same as the Bill which Mr. Powell succeeded in carrying through the House of Assembly - copies of the former are seen occasionally, though they are not plenty, but the latter are very scarce indeed - the copy of the bill, as it passed the Assembly, which somehow came into our hands, is the only one we have heard of, that has been seen in this part of Canada. In the copy which was printed for distribution the names of the petitioners, above referred to, are inserted and with others are declared to be "a body Corporate and Politic, " &c., but the place for the Director's names is blank. In the bill which passed, - that is, Mr. Powell's Bill,- that blank is tilled [sic] up with certain names, and the entire powers of the Company are vested in them. Those represented in the one Bill as being the Company and possessing all its powers, - the petitioners, - are by the other Bill entirely derived of all or any power whatever. In that very serviceable printed paper, "the copy of the Bill," which was distributed, the "line of railway,"is very conveniently described in three and a half lines, but in the other Bill it occupies eleven lines, and it is left solely in the power of the Directors named in it to take whatever route they please between Lake Huron and any point on the Ottawa river. - St. Ann's Bridge if they like, - and then to Montreal. Power is also given to form a junction with the Grand Trunk, the Vaudreuil,, North shore, or other Company leading to Montreal. The Valley of the Ottawa, as the route of the line, is not named in the Bill from beginning to end. We do not of course venture an opinion here, as to the cause or intention of this, but we must say that no one ever saw a Bill that was better shaped for working out a speculation.

At the County Council last week Mr. Powell based his representations on the copy of the Bill which he then laid before them, which is now in our possession. In all the essential and important portions it is different from the real Bill of last session,- the one which passed the assembly, - which he did not show them. He also stated that he was seventy pounds out of pocket on account of it, for the expenses in the Legislature. However this may be, it will be seen by referring to page 444 Journal. Leg. Ass. 1860 - that on the 14th of May the fee was refunded or dispensed with. But according to his own story, his efforts and doings were prodigious, and of great service to the county, and he demanded fifty pounds by way of aid from them, towards a subsequent, spontaneous, individual, and highly patriotic effort, which he promised would be something very considerable. But the council said, No. They were not prepared to trust him with fifty pounds on any such terms.

The whole matter, then, settles down to this: on the part of Mr.Powell there has been bad faith towards the petitioners, bad faith towards the Legislature, and bad faith towards the County Council. He deceived them all, from beginning to end, most disgracefully; and the County Council, on their part, acted most wisely in refusing to have anything to do with him.

The Canada Central Railway Bill.

A very short time ago we laid before the public a brief statement of facts about the Canada Central Railway Bill proceedings, as conducted by Mr. W.F. Powell. The Banner of last week contained Mr. Powell's attempt at a reply, and promised further information necessary for Mr. Powell's defence. We therefore allowed the matter to rest till those papers had a reasonable time to appear. A letter from Mr Powell addressed to the Editor of the Banner, and a copy of the Railway Bill, as also a petition of the Carleton County Council on the subject have appeared. - Either there is some gross mistake in these papers so published, or Mr. Powell is in this publication, chargeable with an infamous attempt at deception. The petition and Bill contradict each other. The bill sets out that it was caused and based upon the petition of certain parties who are named in it, but the petition published by Mr. Powell is one from the County Council, which was never presented to the House of Assembly at all. We are not disposed to take any advantage of any casual error, and therefore will defer what we have to say on this most disgraceful transaction, till Mr Powell has a reasonable time to correct this error, if it be an error. If it be not corrected at once, we will take it as his intended act, and delay no longer.

This published petition of the Carleton Co. Council deserves some attention. On the 18th Feb'y, 1860, the following resolution was passed in the County Council:

"Mr Craig moved, second by Mr. O'Dougherty.- That the Warden be authorized to address a Memorial to the three branches of the Legislature, praying that they will be pleased to pass an Act for the Incorporation of a Company to construct a Railway through the Valley of the Ottawa, from some point at or near Montreal, to some point on Lake Huron, via the City of Ottawa and Arnprior, and that a grant of a portion of the Public Domain be set apart in aid of such undertaking, proportionate to the assistance granted by the Province to other Railway enterprises."

No more was heard of this till a copy of a petition dated 2nd March, 1860, appeared in the Banner last week as such petition of the County Council, and with the Wardens name attached to it. This petition was never presented in the House of Assembly by Mr. Powell, or by anyone for him. Taking it to be a petition from the County Council, as authorized and intended by the Council, then why did Mr. Powell treat it with contempt, and never present in Parliament? This whole procedure appears so extraordinary, and so much worse than we apprehended, that we feel that it is only fair to give time for Mr. Powell to correct errors, if there be any, in these printed papers.

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We have just seen a proclamation of the major of this city, founded on a requisition of a number of the ratepayers, calling a public meeting of the citizens, for the purpose of petitioning the Legislature and taking such other action as may be deemed advisable to secure the passing of the Act to incorporate the "Canada Central Railway Company." We are not aware who are the parties originating this movement, nor what is the particular action which the requisitionists desire to take. Indeed, the requisition seems to have been kept very quiet, as we never heard of it until we saw the mayor's placards calling the meeting. And we have conversed with many of our leading citizens who were in the same state of ignorance with ourselves. This is hardly the way that a movement of such importance should be initiated. But there are the names of many respectable citizens to the requisition, who, we know, would not knowingly lend themselves to anything unfair -or underhand, and who anxiously desire to promote the construction of a Railway in the Ottawa Valley, such as the interests of this place require. If such be the honest intention of the present movement it has our hearty approval. And every step towards such desirable object shall have our undivided support and assistance.

But that this movement should not end in smoke, as so many former agitations on the same subject have done, it is absolutely necessary that our citizens should have some definite object in view, and that - that object should be practicable, as well as that it should be beneficial to us if accomplished. It must be borne in mind that merely getting Railway Bills through Parliament will not build railways, - otherwise the Valley of the Ottawa would be covered with railway tracks. Let any one look at our statute books and he will find there has been no lack of Railway Acts, but where are the railways? The grand mistake has been in aiming at too much, which has ended in nothing being accomplished. Let us not fall into the same error on this occasion. A railway to Lake Huron or even to the Pacific is no doubt very desirable ; but can any reasonable man hope, in the present condition of the money market in Britain, and the depressed state of railway stocks, to raise funds, by any possible scheme, for any such undertaking? We think not - What then is our most pressing necessity, within the reasonable bounds of possibility to accomplish? The answer is patent to every one - a railway from this place to Arnprior. We do not say that in procuring a charter it ought to be confined between these points. - Let the charter extend to Lake Huron, on the one hand, and Montreal, on the other, by all means. - But let it be such as to insure the construction of the road between Ottawa and Arnprior, in the first place, if that be possible. Unless we secure this we accomplish nothing of any practical use. The railway to Lake Huron may possibly be made in time to benefit future generations, but if we have to wait its construction for a road to Arnprior, the trade of the Upper Ottawa will be irretrievably lost to this city..

As we said before, we have no knowledge of the intentions of the requisitionists, but from what appears on the face of the placard ; but by that it appears the meeting is called to petition for the act to incorporate the Canada Central Railway Company. What act ? Is it the act petitioned for by the County Council of Carleton, and by N. Sparks and others, praying the incorporation of a company "for the purpose of constructing a road from some point at or near Montreal, and continuing from thence, by way of Ottawa and Arnprior, to some point on Lake Huron"? - Or is it the act which was smuggled through the Lower House and kicked out of the Upper House, last session, for the construction of a railway "from such point on Lake Huron as may be found best adapted for the purpose, to such point on the River Ottawa as the said Company may hereafter determine; and thence by the nearest route to the City of Montreal," leaving out all mention of both Ottawa and Arnprior. If it be the former it is exactly what we require, and we wish it success. If it be the latter it is not what was petitioned for, it is not what is required, it is a delusion and a snare, and we caution the community against being led astray by it, or entangled with it. The project is of too grave importance to this city to be lightly taken up, or heedlessly disposed of, or even to be allowed to be made a stalking horse for any gentleman to walk into Parliament upon, or to speculate upon when there. We feel too deep an interest in its success to hesitate to do our duty as public journalists in the matter. We have already fearlessly exposed the fraud and double dealing of the member for Carleton with regard to it, and his defence has only proved our assertions. We now counsel our citizens to attend the meeting to be held at the City Hall at 2 p.m. to-day, and petition for such a Railway act as was petitioned for by the County Council of Carleton. And let them intrust it to the care and management of some one who will endeavour to carry it through according to the views of the petitioners, and not mutilate and mangle it to suit the purposes of speculation. Had Mr. Powell's Bill become law there was nothing to prevent the Canada Central Railway Company from forming a junction with the Brockville and Ottawa Road at Arnprior, and the Grand Trunk at Brockville, and giving Ottawa the go-by entirely. Had the words "by way of Ottawa and Arnprior" been inserted in the petition, this would never have been the case. Why were they omitted? And why was the name Hon. Geo. Crawford, who was not even a petitioner, inserted as a director? Mr. Powell says, because he has an interest in the Caledonia Springs. But we all know that he has a thousand times greater interest in Brockville and the Brockville and Ottawa Railway Company of which he is a director. Citizens of Ottawa, look to your interests in time, - and trust them not to those who have proved unfaithful.

Part 1.

Canada Central Railway Bill

The space occupied this day with the Canada Central Railway bill and the proceedings of the meeting on that subject held here on Tuesday last, 926/02) is so great that it is impossible to say much about it at this time. We have aimed to lay before our readers, the fullest and most correct information that can be had on the subject. It is a matter of vital importance, and to this part of Canada, we desire to treat it with due gravity and candor. With the papers now before them - which embrace all that Mr. Powell has published in his defense, and the proceedings at the public meeting, and our former articles on the subject, our readers have the charges and the defence fairly before them. It is now plain, from Mr. Powell's own defence, that not only has he proved all the charges which we made against him in relation to the ill-fated Bill, but he has given grounds for very grave suspicions that the case is worse than we described it. At the meeting he did not attempt to deny the difference between the line prayed for in the petitions and the line described in his bill, know that he had defrauded the petitioners. The more the subject is investigated the worse it appears. Every charge made by us is now fully proved, and admitted. It is needless therefore to pursue them further in this place. But it is not clear that there is no sincerity whatever on Mr. Powell's part, in the present professions of zeal and anxiety on behalf of the measure? Hereafter we will show plainly enough that it is nothing more nor less than an electioneering dodge or cry and we will give some curious evidence and facts in relation to it. In conclusion now, we will only direct attention to one significant circumstance. When the public meeting broke up on Tuesday evening no resolution whatever has been passed, but Mr. Powell's friends organized a meeting of their own and passed resolutions as they pleased, they forgot the Railway utterly, and only praised Mr Powell and blamed the Citizen. What other object was the meeting got up for?

PUBLIC MEETING

OF THE CANADA CENTRAL RAILWAY

On Tuesday last the city was placarded with notices issued by his Worship the Mayor in conformity with a requisition for that purpose, calling a meeting of the citizens at 2 p.m., that day, at the City Hall, to petition the Legislature, and take such other steps as might be deemed necessary to procure an act of incorporation of the Canada Central Railway Company. The requisition was got up by the friends of Mr. Powell, and scarcely anything was known of it by any others till the notices appeared. At the time appointed a very respectable and influential meeting had assembled. His Worship the Mayor was called to the chair, and read the requisition and notice calling the meeting. G.W. Perry, Esq., was appointed secretary. When his Worship had declared the meeting opened E. McGillivray rose and proposed the first resolution, seconded by J. Berishon jr as follows: Moved by E. McGillivray, Esq., seconded by I. Berichon, Esq. - That a petition to Parliament be adopted praying for an Act of Incorporation for a company to be called the "Canada Central Railway Company," for the purpose of constructing a railway from Montreal to Lake Huron by way of Ottawa and Arnprior and for a grant of land in aid of the same; and that the member for the City of Ottawa be requested to take charge of such petition; and the bill to be founded thereon.

Mr. McGillivray pointed out in very plain terms the great importance of the proposed measure, and condemned the attempt made by Mr. Powell to give us the "go by," for the benefit of others, in the Bill of last Session. He considered that all present were in favor of the Railway, and, although they all knew that he did not support Mr. Scott at the last election, he now regarded him as the member for this city, and therefore thought that the petition of the citizens of Ottawa, should be presented by the member for Ottawa.

R. W. Scott, Esq., M.P.P.- the importance of the proposed Railway could not be overrated. It was well known that we were now exposed to loss of trade by means of rival lines of communication. No aid was afforded by government to us, though these spent half a million annually in other places for which they received no net returns. They were mere speculations. Sixteen millions had been granted to the Grand Trunk Railway, for instance, and no portion of that went to open up the Ottawa. Fifty per cent or by far the largest portion of the revenue was derived from the Ottawa. Fifty thousand dollars had been collected in one agency alone. All this showed that we were not sufficiently powerful. We had a great rival in the Grand Trunk Railway Company. They were interested in opposing our Railroad route. He then referred to the Land Grant of four millions acres of 1856, and found fault with the old charter because it was subject to difficulties. The new Bill proposed to grant the land in portions, as every twenty-five miles was built. The first sections should be in the most populous districts. The petitions on this subject sent in last session, had all been duly presented, and the bill that passed through the House of Assembly, went through all the ordinary stages. He then proceeded to censure those who found fault with Mr. Powell's Bill, referred to the seat of government decision in favor of Ottawa, and protested that he would not lend himself to anything wrong. He regretted that, "the leading journal of Ottawa," (the Citizen) had condemned the said bill, and had brought charges forward against it, and against his honorable friend the member for Carleton. They should agitate this subject, - that was their only plan. He then burst into a pathetic and touching declaration of virtue amongst the members of Parliament, eulogized Mr. Powell, and referred to Mr. Powell to prove his zeal for the benefit of this city. He deplored the great want of zeal shown on the subject and for the Bill which had been condemned by "the leading journal of the city." Could Mr. Loux agreee [sic] to selling them? Could Mr. Powell agree to what was wrong? (Cries of Yes, and No for some time). No such degenerate feeling influenced them. The plans would be good security for six to eight dollars per acre, and it never was intended to give the "go by" to Ottawa. It was his duty and interest to do all he could to carry forward the Canada Central Railway. He regretted that there were any opponents, and closed by denouncing those who had opposed the Bill.

W.F. Powell, Esq., M.P.P.- the importance of the Canada Central Railway could not be exaggerated. He was glad to see so large a meeting, and great advantages must be the result. The Upper Ottawa trade was being diverted away from us, and unless this measure was carried through the loss would be incalculable. Ottawa had been selected as the seat of Government. It was now the capital of Canada, upon which all eyes were turned. To the capital emmigration flowed. - the reproach of Ottawa was its inaccessibility. He implored them to remove this reproach. It was only a by-place. The course he pursued was patriotic. When in a dying state he was carried into the Assembly in blankets to vote for Ottawa. Could his detractors say as much?

He then commenced to draw a contrast between himself and the proprietor of the Citizen, indulging in low abuse and blackguardism. The chairman called him to order and would not permit the abuse further.

Mr. Powell next touched upon the history of the measure. He had carried it through in the face of infamy. He could show a clean bill of health, - all was right and above board. He never had that newspaper (the Citizen) in his favor nor ever had its approbation. It was quoted by our natural enemies. Again he took up the history of the measure, and occupied a long time pointing out the provisions in the Bill, especially declaring, on the guarantee of his own honor, that though Ottawa and Arnprior and the valley of the Ottawa, had all been excluded from the route of the Railway, as settled in his bill, it was intended to take that route. The cause of the former act having died out was, that Mr. Bell had the contract, and that shot out all others from doing anything. He next condemned the Ottawa and Prescott Railway and Mr. Bell, and declared that Ottawa city was bankrupt and would never be otherwise. The "leading journal" again came in for condemnation for not supporting his bill, and complained about the exposure of the difference in the bill laid before the County Council and the true one, and declared that he intended the route in his to be the same as the one prayed for by the petitioners. The proprietor of the Ottawa Citizen was a very objectionable sort of person. Money had been expended for his bill, and it would be carried through if it cost £700. He never had asked anything. He then gave a long explanation respecting parliamentary routine, and declared that because notice of his bill had not been published in the Montreal papers it was thrown out of the Upper House. Again the "leading Journal" was denounced. The letters signed "Richmond" and "Native," he said had "all proceeded from the fertile brain of the proprietor of the Ottawa citizen."

Mr. LANGRELL was glad to see so large and respectable a meeting. He was about to move an amendment. This matter had been up in Parliament before, and it was the desire of the members that Mr. Powell should bring it in again, and they had hopes of success.-

As regards the seat of Government, the Governor General and the Queen were in our favor. He urged the necessity of union amongst ourselves, and the necessity of the road to Arnprior. But it could not be had unless carried further, and therefore the need of this measure:

It was required for the improvement of the country. He then read the following amendment:

Moved in amendment by Thomas Langrell, Esq. seconded by Coll McDonald Esq., - that this meeting deems it of the utmost importance to this section of Canada, to encourage by every possible means the extension of Railway facilities east and west of the city of Ottawa and they hereby pledge their combined support towards carrying this desirable object into practical effect.

MR. MCGILLIVRAY, objected that it was not an amendment and gave his reasons

The Mayor ruled it out of order.

F.C. Clemow, Esq., EMIGRATION AGENT, objected to allowing Mr. McGillivray or others not requisitionists, to take the initiative, in the proceedings of this meeting or to move resolutions. They had no right to do so. Mr. McGillivray was not a requisitionist and should not be permitted to move a resolution.

MR MCGILLIVRAY, replied that he knew his duty and rights, and expected to be in a position to exercise them when Mr. Clemow would be forgotten. He would not be gagged in any such way, and proceeded at some length to condemn the doctrine set up by the Emigration Agent.

J.W. Loux, Esq., M.P.P., felt that in this matter he was charged with the frauds, and errors of Mr. Powell's Bill of last Session, as much as Mr. Powell and Mr. Scott, because he had concurred with them in the provisions of the Bill and had given them his hearty and cordial support. He spoke most contemptuously of "scribblers or writers in newspapers," and despised them. He was a member of the committee to which Mr. Powell's bill was referred, and after a thorough investigation they agreed to it. There were conflicting opinions, but the aim on his part, and he knew on the part of Mr. Powell and Mr. Scott was to benefit the country.

Mr. Bell fully agreed with what had been said as to the importance of the meeting. He regarded the object of the meeting as a business matter, and one of so grave a nature that it was entitled to receive their best consideration. He was glad to see a meeting so large and respectable and he hoped that they would not expect too much from him, but grant him some consideration from the fact that he was scarcely able to be present from fatigue, having been without sleep for several nights, and all last night out in the snow drifts with a force of men opening the communication over our own Railway between this and Prescott, and had only an hour or two ago returned.

He felt far too much respect for them and for himself to pay the slightest attention to Mr. Powell's personal abuse. On one point he begged to be permitted to put them right as to facts - as regarded his having had the contract from the old Company to build the railway to Arnprior. He felt that in this he was going beyond the subject of the resolution before them, but they had listened to a statement made by Mr. Powell in relation to this contract which was wrong, and it was only right for them to know the truth. In March, in 1855, the company agreed to give him the contract, and gave him one year's option, either to withdraw or go on with it - that is what is commonly called the refusal of the contract, for one year. In the first week in June of that year- within 3 months - he had given the President formal notice that he withdrew from the contract, and from that time he had nothing to do with the contract in any way whatever. His reasons for withdrawing from the contract it was not necessary to give, and Mr. Powell would not find them very creditable to himself if they were given. He had original papers that would prove what he said and he hope this statement of the facts would put them right on the subject.

With reference to the proceedings, so far in the matter of the Canada Central Railway Bill, he must say that from what they had heard, it appeared to be the worst managed business he had ever heard of. The extensive outlay of money, the prodigious efforts and exertions in its behalf, its terrible mishaps and disgraceful fate, were extraordinary. He disapproved of and condemned most decidedly Mr. Powell's Bill of last Session, for it was utterly wrong. To prove this he would need nothing more than the Bill itself and the petition which was referred to in the preamble of the Bill. The petition was signed by N. Sparks, J.B. Lewis, E. McGillivray, and others and by himself, Mr. Powell having asked his signature to it about a year ago. The petition prayed for the incorporation of a company to construct a railway through the valley of the Ottawa by way of Ottawa and Arnprior and thence to Lake Huron. It was signed by him and others in good faith, but it was used Mr. Powell in bad faith. They wished a Railway through a certain line described and they asked for that. But that petition and their names were used to obtain a bill for a totally different route, one opposed to them, one which they never asked for and did not want, one which no person petitioned for. Their petition was fraudulently used, and the prayer of their petition ignored. [Mr. Bell then read the description of the route as it appears in the fourth section of the bill] The Bill proved its own dishonest character. The Bill or paper read from, was one published by Mr. Powell, or at least he took it to be his, because he had his name on it. He would be sorry to be wrong, but as Mr. Powell was then present he could repudiate the letter if it was not his own publication. That paper which Mr. Powell published as his defense, was proof enough, the fraud was clear and could not be contradicted.

He then pointed out the difference between a Railway and this Railway Bill. All present desired the railway, and none more than himself, but this Bill was not desired, for it was most injurious to them. A Bill such as they prayed for was desired, but the proceedings so far were most injurious. He would like to know why the old bill had been allowed to die out? - why the land grant had been allowed to die as well, from sheer neglect? It was the business of these members of Parliament to see to these things, and perhaps they could tell. The new-born zeal at this hour was a valuable display, for a purpose which they all understood. He then showed the very suspicious appearance of the Bill, and the fact of Arnprior and Ottawa city, as well as the valley of the Ottawa, having been excluded. If it was intended to bring the line through the valley of the Ottawa, or to Ottawa city, they surely knew enough to say that, but it was clear to him that there was no such intention. The bill was intended for a very different purpose.

He fully agreed with Mr Scott's remarks touching the importance of a railway from Ottawa to Arnprior, and deeply regretted that their members of Parliament had ever agreed to the Bill in question, as it could not fail to do us serious damage for some time. - He deprecated their allowing personal differences to interfere in matters of so very great importance, and closed by adding that he was not there to represent the Citizen. The "leading journal" could answer for itself.

Mr. LEES said, he was not much in the habit of obtruding his opinions in public matters, or speaking at public meetings,- but after what he had just heard he could not forbear making a few remarks upon the motion proposed by Mr. McGillivray

The first he knew of the meeting was when he saw the notice by which it was called. That notice was signed by His Worship the Mayor of Ottawa in his official capacity. It professed to be founded on a requisition of a number of the ratepayers, and called a public meeting of the citizens of Ottawa. It also defined the objects of the meeting, namely, to petition the Legislature, and take such other action as it might be deemed advisable to secure the passing of the act to incorporate the Canada Central Railway Company. Now he would ask, was that really the object and design of those who had been the means of this meeting being called? If it was, they could not object to the resolution, for it was almost verbatim in the very words used by the requisitionists themselves. But if this was not the design, if the object was in reality to make a little popularity for an approaching Election,- or to afford certain gentlemen an opportunity of lauding themselves and abusing their opponents, then he would say the meeting had been called upon false pretenses, - and the name of a very useful and very desirable undertaking had been made use of to perpetrate a deception and a fraud upon the community, which could reflect nothing but discredit upon all concerned in it. But he would not give way to such a supposition although the conduct and speeches of some of the gentleman who had addressed the meeting would almost warrant such a conclusion. But he would endeavor to give them credit for sincerity, and impress upon them, and all present, the necessity of laying aside all personal considerations, and uniting the exertions to forward the object which they professed to have in view, viz: a railway through the Ottawa valley, and particularly between Ottawa and Arnprior. The first step towards this was to petition for an Act of Incorporation for the road. This was the main feature of the resolution, therefore he hoped they would support it. But if the citizens of Ottawa petitioned Parliament, who but the member for the city, could they ask to take charge of their petition and the bill to be founded their own? If they placed it in the hands of any other member, and he neglected or betrayed his trust, they had no control over him and could not call him to account, as they could do with their own representative. Besides it would be an indirect vote of want of confidence in Mr. Scott, - a covert decoration that in the opinion of that meeting he was incompetent to discharge the duties devolving upon the representative of the city. He was therefore much surprised to hear some of those who professed to be the friends of Mr. Scott, propose to strike his name from the resolution, and insert that of Mr. Powell, the member for Carleton. And he was still more surprised to hear Mr. Scott himself, almost beg to be excused from taking charge of the measure. He for one would not consent to this. While the City had the honor of sending a representative to Parliament, he would not consent to put the Parliamentary business of the city into the hands of any other. If Mr. Scott felt himself incapable to do that business he should resign his seat - and make way for someone more competent. But if

another than the city member was to be chosen for this duty, he thought, after the disclosures which had just been made, that other should not be Mr. Powell. The history of the measure which under his charge showed something very far wrong. He had been entrusted with petitions from the County Council of Carleton, and from N. Sparks and others, and from various other parties, praying a charter for a road from Montreal to Lake Huron, "by way of Ottawa and Arnprior." Copies of these petitions had been produced and read to this meeting, and in every one of them were found the words, - "by way of Ottawa and Arnprior." Yet, these words were entirely omitted from the bill introduced by Mr. Powell and passed through the Lower House, and which he says was founded upon these very petitions. Why did he disregard the route pointed out so clearly by the County Council in their petition, as well as by all the other petitioners, and adopt another description of the road? He says it was purely accidental, - it was an oversight. Well, supposing it was an oversight, - if he allowed such an important oversight in such an important measure, - is that a good reason why it should be entrusted to him again, in preference to our own member? But Mr Powell says he considers the omission of Ottawa and Arnprior of no importance. This must sound strangely in the ears of an Ottawa audience. It is felt and admitted on all hands that unless a railway between these two points be shortly obtained, this city must lose the trade of the Upper Ottawa, and see it diverted over the Brockville and Ottawa Railway. Yet Mr. Powell's bill is so worded that, if it became law, the same Brockville and Ottawa Road might become part and parcel of the Canada Central Railway, and the portion between Ottawa and Arnprior be entirely omitted. He (Mr Lees) did not say it would be so, but it might be so. And as if to add to the chances of its being so Mr. Powell's bill named as a provisional director the Hon. George Crawford, a gentleman of large wealth and influence, - with a seat in the Upper House, but a gentleman also who held more stock in the Brockville and Ottawa Road than any other individual, who was one of its directors, and in every way most deeply interested in its success. Mr. Powell speaks of his interest in the Caledonia Springs, but this is a mere drop in the bucket to his interest in Brockville and the Brockville and Ottawa Road. He had only one more remark to make. - Mr. Clemow had advanced the extraordinary doctrine that none but the requisitionists should take part in the proceedings of that meeting. This was a hitherto unheard attempt to gag free discussion on a great public question. - Had it not been for this attempt he (Mr Lees) would most probably not have troubled the meeting with his remarks. But he trusted the citizens of Ottawa would convince Mr. Clemow that they appreciated the right of free discussion on matters of so much public importance too highly to submit to such dictation. Mr. BERICHON said, that Mr. Clemow had objected to any but requisitionists taking part in the proceedings, but as his name appeared on the requisition he conceived there could be no objection against him. He must admit however that he could not tell how it came to be there. He never had been asked to sign it, he never had signed it and he never authorized any person to sign it for him. He seconded the resolution because he was in favor of it. He desired to see a railway to Arnprior and thought a proper Act of Incorporation should be obtained. They all knew that he opposed Mr. Scott at the last election, but now as he was the member for the city he was the proper person to present their petition. Mr. TURGEON, addressed the meeting in French, setting out the danger to be apprehended from speculation in lands so granted, and the injuries that might result to the country if they were not properly looked after. Mr. T. also addressed the meeting to the same effect in English. W.F. POWELL, Esq., M.P.P., wished his friends to understand that the motion before them was a censure upon him. If the route or line described in his bill was wrong, he was willing to amend it, as they desired. He thought that it made no difference whether the bill was amended or not. The whole mischief was caused by the "leading journal of the City." He then made a most energetic and noisy appeal to his honor, and protested his inability to conceive anything so much wrong. He had never, "sung second fiddle," to anyone yet, but he would at the next election here, "sing second fiddle" to his friend Mr. Scott. He again ended by condemning the Citizen for exposing him. R.W. Scott, Esq., M.P.P., Again addressed the meeting, stating that under the circumstances he wished the petition to be placed in Mr. Powell's hands, and he desired his friends, to vote for the amendment to that effect. Mr. GIBB said, he had come to the meeting from curiosity expecting amusement, but he had got more information than he expected. He understood how such meetings were got up and for what object. A gentleman wanted to get whitewashed, and he got a public meeting called, and drummed up his friends to make speeches and pass resolutions in his favor. He believed that was the object of the present meeting, and he was pleased to see that Mr. McGillivray had moved a resolution directly to the point in which the country felt interested. The citizens of Ottawa was not allow themselves to be made tools of simply to puff Mr. Powell for his coming election in Carleton. Mr. WILLS, from the crowd, - Mr. Powell will represent Ottawa when you're dead and gone. Mr. GIBB, - That's the time when you'r [sic] to be made Postmaster. Mr. GIBB continued, - he had long been an intimate friend and political supporter of Mr. Powell. He had also supported Mr. Scott at his last election, yet he defied either of these gentlemen to say he had ever asked for an office, or for a favor of any kind. Could the person who had been so unmannerly as to interrupt him say as much? Had Mr. Wills already forgotten how he opposed Mr. Powell at his last election, and vowed he should never again represent Carleton? What had so suddenly induced him to change so much? No one could accuse him (Mr. Gibb) of being biased in favor of Mr. Bell his old foe, - nor of being influenced by the statements of the Ottawa Citizen - but what Mr. Bell has just stated and read convinced him that there is in the bill, a departure from the prayer of the petitions. This cannot be denied, unless Mr. Bell has read these documents wrong, which he could not believe he would do. The document which Mr. Bell read from was then handed to him, and he said I will now read for myself. He then read the prayer of the petitions, and the root of the Road as laid out in the bill, and compared the one with the other, and went on to show how they differed in the point most important to the people of Ottawa, namely between Ottawa and Arnprior. He said the documents fully argeed [sic] with what Mr. Bell had said, and convinced him that there was room left for a speculation. It was evident that according to Mr. Powell's Bill the Canada Central Railway Company might form a junction with the Brockville and Ottawa Road at Arnprior and make twenty-five [sic] miles of the road towards Pembroke and claim a share of the land grant. This would be simply transferring so much of the land to the Brockville and Ottawa Co'y; but would be strictly in conformity with Mr. Powell's bill for which he claimed so much credit. He then went on to show the composition of the directory named by Powell, and showed how few of them had any direct interest in Ottawa; how Mr. Crawford belonged to Brockville, and was deeply interested in the Brockville and Ottawa Road, the natural rival to our roads. He spoke of Mr. Harwood, and appealed to Mr. Scott if he did not vote against Ottawa as the seat of Government. Mr. SCOTT. - I believe he did. Mr GIBB. - then why was the name of an enemy placed on the directory? There were other names placed there as mere make weights, - men who could easily be used for any purpose. The Board of Directors consisted of nine; five of these formed a quorum; three was a majority of five - so that Mr. Powell and two friends or tools could control the road. In the face of all this he was surprised to hear Mr. Scott ask his friends to vote for the bill being again entrusted to Mr Powell. Mr Scott must not suppose that all who voted for him at last election would be influenced by the wave of his hand against their own convictions. He for one never would. He thought the course taken by Mr. Scott on the present occasion was very derogatory to his own position. He was also much surprised at the insolence of Mr. Clemow in attempting to dictate to such men as Mr. McGillivray [sic] what course they should take on a question of this kind or how they should conduct themselves at a public meeting. He thought Mr. McGillivray's motion was the correct one, and he would support it. It was now a little after six o'clock and Mr. McGreevy's labourers from the Parliament buildings began to pour into the Hall and by noises of various kinds interrupted the proceedings. Mr. McCarron, a foreman was particularly violent and ill behaved. From this time forward confusion was kept up and the business of the meeting interrupted. Moved in amendment by Thomas Langrell, Esq., seconded by Coll McDonald, Esq., - that the name of Mr. Scott be struck out of the original motion and the name of Mr. Powell be inserted in lieu thereof. - Ruled out of order. Moved in amendment by Thomas Langrell, Esq., seconded by Coll McDonald, Esq., that all after the word "that" in the original motion be struck out and the following be inserted in lieu thereof, that W.F. Powell, Esq., be requested to take charge of the bill mentioned in the original motion. - Ruled out of order. Moved in amendment by James Leamy, Esq., seconded by Charles Rowan, Esq. " that all after the words "such petition" be struck out, and that the following substituted: and the Bill to be forwarded there onbe [sic] introduced by Mr. Powell, inserted in lieu thereof. The amendment was put to the meeting, but not withstanding repeated efforts it was impossible for the Mayor to get a division or to decide either way, the confusion was so great. Mr. McGreevy's men were turbulent and a large number of the citizens had left the hall owing to the crowd. Much

time was spent but the uproar and confusion increased. Mr. Gibb proposed an amendment to Mr. Leamy's amendment but owing to the confusion it was impossible for us to hear it. - At last, about eight o'clock the mayor left the chair and declared the meeting carried. Most of the citizens then left and so the public meeting ended.

Mr. Powell and a few of his friends remained, and from the Banner we take the following account of the proceedings:

Moved by Thomas Langrell, Esq., and seconded by E Varin, Esq.- that this meeting regards with the liveliest satisfaction the praiseworthy [sic] efforts of W.F. Powell Esq., the member for Carleton in inaugurating a measure so admirably calculated to accomplish the objects of the preceding resolutions, as the "Canada Central Railway Bill" submitted to the Legislature in its last session, and they hereby tender to him the warmest thanks for his exertions in connection therewith, and to his Ottawa Colleagues, Messrs, Scott, Loux, McCann, and Playfair, for their cordial co-operation and energetic support of the measure.

Alderman McCormick succeeded to the chair and a resolution was adopted condemning the Citizen for its attacks upon Mr. Powell in reference to this Railroad question.

01/03/1861 The Tribune, Ottawa Canada Central

Account of meeting in Ottawa concerning the Central Canada Railway. Entire page 2

01/03/1861 Ottawa Citizen Canada Central

Part 3

To the Honorable the Legislative Assembly of the Province of Canada in Parliament assembled.

The Petition of the Corporation of the County of Carleton in Council

WOULD RESPECTFULLY SET FORTH

That the vast country extending through the interior of this Province, from Montreal to Lake Huron, is wholly without Railway communication, and that the means of transport are of the most expensive and difficult character.

That the construction of a direct line of railway, connecting with the North Shore Road at or near Montreal, and continuing from thence by way of Ottawa and Arnprior to some point on Lake Huron, would tend greatly to the benefit of the Country through which it would pass, and assist in opening up the interior of the Province.

That a continuous Railway Route from the Great Lakes to the seaboard at Quebec, would thus be created, which could not fail to secure a large portion of the traffic of the West.

That the location of the seat of the provincial Government at Ottawa is already attracting to that City and the surrounding Country, a great increase of population and business, and it is of the highest public importance to render it accessible from all parts of the Province, by extending its facilities of communication.

That this Railway would open up for Colonization and Settlement, vast and fertile tracks of the waste lands of the Crown.

That it would reduce the cost of supplies consumed in the manufacture of Lumber, and create a direct route by which the Timber of the Ottawa Country might be sent to the Western states, thus affording encouragement to the Great Staple Trade which annually contributes so largely to the revenue of the Province.

That the Country, to be benefited by its construction, is now annually taxed to pay its proportion of the aid granted by the Province to various Railway enterprises, from which it derives no direct benefit.

WHEREFORE, your petitioners pray that an act may be passed incorporating a Company under the name of "Canada Central Railway Company," for the purpose of constructing a Road from some point at or near Montreal, and continuing from thence by way of Ottawa and Arnprior to some point on Lake Huron, and that the four million acres of land set apart to provide for and encourage the construction of a Railway from the River Ottawa to Lake Huron be granted to such company.

JOSEPH HINTON

WARDEN CO. CARLETON

Ottawa City, March 21st, 1860.

The importance to this City of extending the Railway Communication East and West cannot be overestimated. To qualify her for the new honors and the advantages attending her metropolitan character, it is necessary that the reproach should be removed of her inaccessibility. Especially is this the case in the event of any of those changes, that involve federation of all the British Provinces, looming up even in the distant future. A Railway uniting Montreal, the Commercial Capital of the country with the actual Capital is absolutely necessary to supply this want.

Still more urgent is the demand for a Railway extending up the Ottawa to Pembroke at no distant day to be continued to Lake Huron, and hereafter to become a portion of a Great Line of Inter-oceanic Communication.

That the City of Ottawa is fast losing the Upper Ottawa trade, every merchant or man of business knows and feels. How much more this will be the case, when the Ottawa and Arnprior Road is completed it is not hard to conjecture. It may take time to divert trade from its accustomed course. Yet the laws that regulate it and attracted to that channel which is the cheapest and affords the greatest facilities are as immutable as those of nature themselves.

If the whole Upper Ottawa trade is not to be tapped at Arnprior and diverted to the St. Lawrence, a Railway must be built, that will enable the merchant from above that point to reach here, as cheaply and as quickly as the St. Lawrence.

How then are these great projects so especially necessary to the prosperity of Ottawa and the Counties of Russell and Carleton to be accomplished. How in the present depreciated state of Railway Stocks is the necessary capital to be raised to carry them out. It is clear, that little need be expected from the municipalities. The city is already crushed with railway debt and the counties are not likely to become involved in the face of City experience. Already the charter for the construction of the most paying portion, that between Ottawa and Arnprior, was allowed to expire after the contract for the work had been given to Mr Bobert [sic] Bell of Ottawa. So impossible was it regarded that from the hour in which the contract was secured that locked it up beyond the influence of others not a single effort was even attempted, to carry out the undertaking.

The lands granted to aid the construction of a railway from Lake Huron to Quebec afford a prospect of meeting the difficulty. Now valueless, they might be made the means of opening up the wilderness. The petition to the legislature sets for the grounds upon which the claims to them is made. It is not to aid a mere local work, but a great Provincial undertaking.

That obstacles and difficulties would be thrown in the way from rival and hostile interests it was not unreasonable to expect, but that any professed friend of the Ottawa country would be guilty of the infamy, was hardly to be anticipated.

I now submit the bill to the public, so that all who are not willfully blind may judge for themselves of its merits. I boldly claim that it is not possible to prepare a measure better calculated to secure for the valley of the Ottawa the great Railway facilities so urgently demanded. In every step connected with it I had the council and assistance of Messrs. Loux, Scott and McCann, and am ready in the future, as in the past, cheerfully to accept any suggestion offered in a friendly spirit that may aid the common end.

Having thus placed the bill before the public, I am satisfied to leave it in their hands to decide, whether it is such a measure as every man who regards the progress and advancement of the valley of the Ottawa should support with a heart and a will.

I am sir,

Your obdt. servt.

Wm. F. POWELL

Part 2 - In this item words enclosed in brackets { } in capitals are in italics in the original version.

THE CANADA CENTRAL RAILWAY
TO THE OTTAWA PUBLIC

The following is Mr Powell's defence as it appeared a few days since in a city paper:

(to the editor of the Ottawa Banner.)

SIR, - the present is not a time when I could be induced to enter into a controversy with the Citizen newspaper. But although indifferent to any attack that its proprietors may think fit to make upon me individually, there are public interests involved in his opposition to the Canada Central Railway Bill which are so important that silence in relation to them would not be justified.

As the best refutation of his gross perversion of facts, may I ask from you the publication of the following documents, namely, the petition on which the Bill was introduced, - the Bill as introduced and printed - and the bill as it passed the Lower House and was introduced in the Legislative Council - together with the resolution from their journals refusing to suspend their rule requiring notice to be given in the newspapers.

In order to avoid the necessity of printing the bill twice, you can put in italics the amendments which form the only difference between the bill as introduced and passed. I send you both copies in order that you may see from the comparison that they are word for word identical, and that the additions made to the bill after its introduction were solely for the purpose of carrying out more fully its objects, without interfering in any way with its principles.

The additions of the fourth clause locating the line of Railway, may be found differently expressed in the 21st class and cannot therefore be said to be an addition to the Bill at all.

The names of the directors are inserted in the sixth clause and were placed there in Committee, as his customary with all bills of a similar character. Their names afford to the public a sufficient guarantee, that the first steps towards carrying out the project would be as far as within their control be carried out in good faith, and with a single eye to the best interests of the City and the valley of the Ottawa. The Honorable Mr. Harwood represented at that time the county of Vaudreuil through which the railway passed, and has since been elected to the Upper House - The Honorable Mr. Crawford owns the Caledonia Springs, through which the Railway is designed to run, and therefore has a deep interest in its success- there are probably no two men in the province who stand higher in public estimation - the members for the city of Ottawa and the counties of Russel [sic] and Carleton had by the election obtained a certificate of public confidence from these constituencies which had the deepest interest in the enterprise- Mr. Hinton was and is the warden of the county of Carleton, and Mr. Craig is one of the Reeves- they with Messrs. Skead and Supple are men upon whom few were there to cast a suspicion.

The 23rd Clause explains how the principles and provisions of the Bill are to be carried out, and the resolution of the Council states the actual cause of the rejection of the measure.

An Act to incorporate the Canada Central Railway Company

Whereas, it has been found that the construction of the railway authorized by the Act passed in the nineteenth and twentieth years of Her Majesty's reign, intituled: "An Act to provide for an encourage the construction of a railway from Lake Huron to Quebec" has been attended with difficulty, in consequence, of the want of a concentrated interest therein; and whereas it is expedient to extend and amend the said Act and to change the name of the Company; and whereas certain persons have by their petition represented that the vast country extending through the interior of the province is wholly without Railway communication, and would be greatly benefited if opened up thereby; and whereas the said persons have in their said petition, prayed to be incorporated for the said purposes and for the purposes of the said recited Act, under the name of the Canada Central Railway Company; Therefore Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada enacts as follows:

1 Nicholas Sparks, Edward McGillivray, [sic] Francis Clemow, James :eamey, John, Bower Lewis, Robert Bell, George H. Perry, Augustus Keefer, Henry J. Friel, John Forgie, James Skead, Alexander Scott, John Rochester, jr. J.M. Currier, Francis C. Powell, John W. Loux, Richard W Scott, Hillier V Noel, and William Frederick Powell, Esquire, with all such other persons, Corporations, and Municipalities as shall become Shareholders in the Company hit by constituted, and declared a Body Corporate and Politic, by the name of the "Canada Central Railway Company."

2. The first, second, at third and eleventh sections of the said recited Act, and so much of any other section thereof or of any other Act, as is inconsistent with this Act are hereby repealed, and the said Canada Central Railway Company is hereby declared to be in the place and stead of the companies herein named, and of the new Company incorporated by the said recited Act, and entitled to all the benefits advantages and franchises thereby granted except in so far as they are by this act altered, and all the remaining clauses and provisions of the said recited Act not inconsistent with this Act shall be the same as if incorporated herewith.

3. All the provisions of the Railway Act shall be incorporated with this Act, save in so far as they may be inconsistent with any express enactment herein contained

4. The company may lay out, construct and finish a double or single track of railway from such point on Lake Huron, as maybe found best adapted for this purpose, and to such point on the River Ottawa, as the said company may hereafter determine { AND THENCE BY THE NEAREST ROUTE TO THE CITY OF MONTREAL; AND THE SAID COMPANY SHALL HAVE THE RIGHT TO FORM A JUNCTION WITH THE GRAND TRUNK RAILWAY COMPANY OR NORTH SHORE RAILWAY COMPANY, THE VAUDREUIL RAILWAY COMPANY OR ANY OTHER COMPANY LEADING TO THE CITY OF MONTREAL, AND AT SUCH POINT AND ON ANY OF THE SAID RAILWAYS AS MAY SEEM TO THE CANADA CENTRAL RAILWAY COMPANY MOST EXPEDIENT }

5. Deeds and Conveyances under this Act for the lands to be conveyed to the said Company for the purposes of this Act, shall and may, as far as the title to the said land, or circumstances of the parties making such conveyances will admit, be made in the form given in the Schedule annexed to this act marked A; and all Registrars are hereby required to register in their Registry Books such deeds on the production thereof and proof of execution, without any memorial and to minute every such entry on the Deed; the said Company are to pay the registrar for so doing, the sum of two shillings and sixpence and no more.

6. {THE HONORABLE GEORGE CRAWFORD, THE HONORABLE ROBERT UNWIN, JOHN W. LOUX, ROBERT CRAIG, JAMES SKEAD, RICHARD W. SCOTT, JOHN SUPPLE, JOSEPH HINTON AND WILLIAM FREDERICK POWELL, } are hereby constituted and appointed the first directors of the company, and until others shall be named as hereinafter provided, shall constitute the Board of Directors of the Company, with power to fill vacancies occurring therein, and to associate with themselves not more than three other persons, who upon being so named, shall become and be Directors of the Company equally with themselves, to open Stock Books, to make a call upon the Shares subscribed therein, to call a meeting of the Subscribers there too, for the election of other Directors, as hereinafter provided, and with all such other powers as under the Railway Act invested in such board.

So soon as one-tenth of the Capital Stock shall have been subscribed, it shall be lawful for the said Directors, or a majority of them by public notice, to be given at least thirty days previous in the Canada Gazette, and in one or more newspapers published in the cities of Montreal and Ottawa, to call a first general meeting of the Shareholders, at such time and place as they shall think proper; and at such meeting and at every Annual General Meeting of the Company thereafter there shall be elected not less than seven not more than ten Directors, to serve until the next Annual General Meeting, each Municipal or other Corporation, holding stock to the amount of twenty thousand dollars or more, and not being in arrear for any call thereon, may either take part in such election as ?? Shareholder, on may abstain from so doing and each such corporation as shall so abstain may either then or at any time thereafter, by By law in that behalf, name any other Director who need not himself be a shareholder to serve the thirty-fourth and seventy-eighth sections of the Railway Act being in this behalf hereby superseded.

8 The Directors may require, should they deem it desirable, all parties subscribing for Stock in the said Company, to pay a deposit of not more than

ten per cent., nor shall more than one call be made within thirty days.

9. no person shall be qualified to be elected such Director by the Shareholders unless he be a Shareholder holding at least ten Shares of stock in the Company .

10 the annual General meetings of the Company shall be held thereafter, on the first Wednesday in the month of June yearly, or on such day as shall be appointed by any By-law of the Company, and at such place and hour as by such By-law shall be appointed; and public notice thereof shall be given at least thirty days previous in the Canada Gazette, and in one or more newspapers published in the cities of Montreal and Ottawa.

11. Every proprietor of Shares in the said Company shall be entitled on every occasion when the votes of the members of the said Canada Central Railway Company are to be given one vote for every share owned by him.

12. At all meetings of the Company, the Stock held by Municipal and other Corporations may be represented by such persons as they shall respectively have appointed in that behalf by By-law, and such persons shall at such meetings, be entitled equally with other Shareholders to vote by proxy; and no Shareholder shall be entitled to vote on any matter, whatever, unless all calls due the Stock held by such shareholder shall have been paid up at least one week before the day appointed for such meeting.

13. From and after the first General Meeting of the Company, the Directors so chosen by the Shareholders as aforesaid and the Directors representing Corporations as aforesaid shall form the Board of Directors of the Company; and if any vacancy shall occur by death, the resignation, or otherwise, among the Directors of the former class, a majority of the remaining Members of the Board may elect any qualified Shareholder to fill the same; and if any vacancy shall occur among the Directors of the latter class, the Corporation interested may by By-law name another person to fill the same.

14. Five members of the Board of Directors of the Company shall be a quorum thereof for the transaction of business; and the Board may employ one or more of their number as paid Director or Directors.

15 the Capital Stock of the Company shall be the sum of seven millions of dollars to be divided into seventy thousand shares of one hundred dollars each, and shall be raised by the persons and Corporations who may become Shareholders in such Stock; and the money so raised shall be applied, in the first place to the payment and discharge of all fees, expenses and disbursements for procuring the passage of this Act, and for making the Surveys, Plans and Estimates connected with the works hereby authorized; And all the remainder of such money shall be applied to the making, maintaining and working thereof, and the other purposes of this Act, and to no other purpose whatever, and until such preliminary expenses shall be paid out of the said Capital Stock the Municipality of any County, Town, Township, Parish or Village, on the line of such works, may pay out of the general funds of such preliminary expenses, which shall thereafter be refunded to such Municipality, from the Capital Stock of the Company, or be allowed to do it in payment of Stock.

16. It shall and may be lawful for the Directors of the said Company for the time being, to make, execute and deliver all such scrip and share certificates and all such Bonds Debentures, Mortgages or other Securities, as to the said Directors for the time being shall, from time to time, seem more expedient for raising the necessary Capital for the time being authorized to be raised by the said Company, or for raising any part thereof.

17. The Company may raise, by way of Loan upon their Bonds of Debentures, in addition to their authorized Share Capital, any sum not exceeding one-half of such Capital, and such Bonds or Debentures may be for such amounts respectively as the said Company may deem expedient; and all Bonds and Debentures to be executed by the said Company may be payable to bearer; semicolon and all such Bonds, Debentures, of other securities of the said Company, and all dividends and interest warrants thereon respectively, shall purport to be payable to bearer, shall be assignable at law by delivery, and may be sued on, and enforced by the respective bearers and owners thereof, for the time being, in their own names.

18. It shall be lawful for the Board of Directors, out of the Capital of the Company, to provide and pay such sum as made from time to time, with the earnings of the Company available for dividend, be sufficient to pay interest upon the Loan and Stock, and Share Capital of the Company, until the completion of the authorized works of the undertaking of the Company; Provided, always that such payments shall not continue to be made upon Stock and Share Capital, except out of the earnings of the company, after the first day of May 1865.

19. The Board of Directors of the company may by By-law, divide the main line of the work hereby authorized into sections not less than twenty-five miles long; and in that case any one or more of such sections when completed, shall be known as and become the Railway hereby authorized, although any other section or sections may not be completed; and the putting into operation of any one or more of such sections within four years from the passing of this Act, shall secure the corporate existence of the company and its right thereafter to construct any remaining section or sections- the 117th section of the Railway Act being in that behalf hereby superseded.

20. The company, for any of their Stations or Depots, at any place where such Station or Depot may be required for any of their works hereby authorized, may take land to the extent of twenty acres, without the consent of the proprietor thereof, but subject otherwise to the provisions of the Railway Act in that behalf.

21 The company may enter into any agreement with the North Shore Railway company the Grand Trunk Railway company, or any other Railway company whose line of operations may in any wise connect with the line of the route of the company, for the leasing of their Railway or any part thereof, to such other company, all for the leasing or hiring out to such other company of any Locomotives, cars, carriages, Tenders, or other moveable property of the company, either altogether or for any time or times, occasion or occasions, or for the leasing from such other company, of any Railway or part thereof, or for the leasing or hiring from such other company, of any Locomotives, cars, carriages, tenders, or other moveable property, either altogether, or for any time or times, occasion or occasions, or for the using of the whole or any part of the Railway, all moveable property of the company, or of the Railway are moveable property of such other company, in common by the two companies, or generally may make any agreement or agreements with such other company touching the use by one or other, or both of such companies, of the Railway or moveable property of either or both, all of any part thereof, or touching any service to be rendered by the one company to the other, and the compensation therefore; But no such agreement as aforesaid shall be valid or binding for more than one year from the date thereof, unless in the course of such year, it be ratified by the shareholders of the company, duly assembled at a general meeting thereof.

22. The Directors of the company may, subject to the rules and regulations, from time to time, of the Board, a point and Agent in the city of London, in England, with power to pay dividends, to open and keep books of transfer for the shares of the company, and for the issue of Scrip and Stock certificates, and thereupon shares may be transferred from the Canada office to the London office, in the names of the transferees in the same manner as shares may be transferred in the form office and {VICE VERSA}; and shares originally taken and subscribed for in Great Britain may be entered upon the books at the London office, and Scrip Certificates be issued for them, and the Agent or other Officer shall transmit an accurate list of all such transfers and Scrip certificates so issued, to the Secretary or other officer of the company in this province, who shall thereupon make the requisite interest respecting such transfer and Scrip certificates in the register kept in the Province and there upon the same shall be binding on the company as to all the rights and privileges of Stockholders as though the Scrip certificates had been issued by the Secretary of the company in this Province.

23. {THE LINE OF THE RAILWAY WHICH THE SAID CANADA CENTRAL RAILWAY COMPANY HEREBY INCORPORATED IS AUTHORIZED TO CONSTRUCT SHALL BE HELD AND CONSIDERED AS ONE WHOLE INDEPENDENT LINE, FROM THE COMMENCEMENT OF LAKE HURON TO THE POINT ON THE OTTAWA RIVER TO BE SELECTED BY THE SAID COMPANY AS AN EASTERN TERMINUS, OR TO THE POINT OF JUNCTION WITH ANY RAILWAY WITH WHICH THE SAID COMPANY MAY CONNECT; AND SO SOON AS ANY PART THEREOF NOT LESS THAN TWENTY-FIVE MILES IN LENGTH IS ACTUALLY COMPLETED IN A GOOD AND PERMANENT MANNER AS PROVIDED IN THE EIGHTEENTH SECTION OF THE SAID RECITED ACT. THEN THERE SHALL BE GRANTED BY THE GOVERNOR IN COUNCIL TO THE SAID COMPANY, A PROPORTION OF THE LANDS THEREIN MENTIONED EQUAL TO THE PROPORTION OF THE ROAD SO BUILT, AND IT SHALL BE LAWFUL FOR THE GOVERNOR IN COUNCIL TO GRANT THE SAID LANDS, BEING UNGRANTED LANDS OF THE CROWN LYING IN THE TERRITORY THROUGH WHICH THE SAID RAILWAY PASSES, AND BEING WITHIN THE WATER SHED OF THE OTTAWA RIVER.}

24. This Act shall be deemed a Public Act

The Order of the Day being read for the second reading of the Bill intituled, An Act to incorporate the Canada Central Railway Company:
The Honorable Mr. Crawford moved, seconded by the Honorable Mr. Matheson,
That the forty ninth rule of this House be dispensed with, in so far as it relates to this Bill, and that the same be read a second time presently.
After Debate.

The question of concurrence being put thereon, the same was resolved on the negative. Jpurnals of Leg. Council, 7 May, 1860

08/03/1861 Ottawa Citizen Canada Central

CANADA CENTRAL RAILWAY Page 2 col 4

The importance of this to Ottawa is admitted on all hands. At present our position is isolated. As the capital of Canada, it is absurd to suppose that we are to remain so. It is necessary that we should have an easy communication with both front and rear. Our front is Montreal and our rear is the Upper Ottawa. What we want then is a railway extending on one side to Montreal, and the other to Arnprior, then to be continued at some future day through the Ottawa Valley to Lake Huron. It is inconsistent to expect that the construction of a continuous line of railway from Montreal to Lake Huron, the greater part of which must pass through a wilderness, should be undertaken in the present depressed state of finances. The most we can possibly look for, is first a railroad from this place to Arnprior, and afterwards its continuation in the opposite direction to Montreal. This we think is the only feasible plan. We must not however be understood to object to the simultaneous construction of these two sections. On the contrary, we should support it if we were satisfied of its practicability in the present death of finances.

A railway from this to Arnprior we must either have or suffer an irreparable loss in the destruction of our trade with the Upper Ottawa. The Brockvill [sic] and Ottawa road will in a few months be complete to Arnprior, and the inevitable result will be the diversion of a large portion of our trade to Brockville. Such a loss will soon make itself felt in our city, unless measures are immediately taken to prevent it.

The first thing to be done is to obtain an act such as the County Council of Carleton and a large number of the rate-payers of this city petitioned for a year ago, and which we should, without doubt, be now in possession of, had the member for Carleton, to whom the matter was entrusted, gone about it with an eye single to its accomplishment, as desired by the petitioners. Since the meeting of last week the difficulty of getting this Act has increased ten fold. On the one hand people are somewhat suspicious of Mr. W.F. Powell, and are not anxious to entrust him with it again, from the manner in which he conducted it last time. On the other, Mr Scott is unwilling to take it in hand, whether from fear of giving offence to Mr. Powell, or from doubting his own ability to carry it through, we know not. Thus the matter stands at present.

The necessity of immediate action is however, patent to all, and we think will lead to some arrangement for having a proper Bill introduced during the coming session. It is of no practical importance which of the two members takes it in hand, for the strenuous and cordial co-operation will be necessary to carry it through and to obtain a grant of lands in proportion to the undertaking. Once the required Act is obtained, let us see [sic] that it will not end in gass. [sic] Other towns of not nearly as population or importance can get railroads, and why cannot we ? - Bytown Gazette.

12/03/1861 Ottawa Citizen Canada Central

MR. POWELL'S DINNER

Short exerpt

His bill would bring the wastelands of the Crown into market and cause tiem to be worked. In doing what he had done in the matter of the Canada Central Railway bill he had been actuated by an honorable ambition to connect his name with a great public enterprise, and had his bill been carried, the country would I soon have a railway from Veaudreuil [sic] to Arnprior, at least.

15/03/1861 Ottawa Citizen Canada Central

The object of the said dinner was, to compliment Mr. Powell for the efforts put forward by him, to carry his Canada Central Railway measure through parliament during the last session. The merits of that measure and the provisions therein contained are already before our readers, and as to Mr. Powell's course they can judge for themselves. Only we may say here as to the facts in that relation, a number of our citizens about a year ago signed a petition asking parliament to giant an act to Incorporate a Company to construct a Railway tlrough the Valley of the Ottawa by way of Ottawa and Arnprior, and thence to Lake Huron. This petition was entrusted to Mr. Powell. He used the petition and the names on it, to obtain a Bill of a different character and for a different route, not to touch Arnprior, or Ottawa, or to pass through this part of Canada at all. The petitioners were defrauded by Mr. Powell. That is admitted on all hands, without question. That the House of Assembly, on discovering the fraud, after Mr. Powell's Bill had passed sent a formal message to the Legislative Council and caused it to be stopped short, are matters well-known to every one and it is for those efforts in the line of fraud that the "Feed" was given. Being strongly Ministerial, however, and desiring to place this matter before the public in the most favorable light we give the requisition for the dinner which reads as folows [sic]:

TO W. F. POWELL, ESQ., M. P.

COUNTY OF CARLETON

The undesigned Freeholders of the County of Carleton, wishing to testify their appreciation of your public services in Parliament, and to mark their approbation of the course taken by you with reference to the passage of the Canada Central Railway act of incorporation, during the last session of the Provincial Parilment [sic], beg you will accept of a PUBLIC DINNER, to take place at the Beaver Hall Hotel, in the City of Ottawa, on Thursday, the 7 th March, next, at the hour of 6 o'clock.'P.M.

Touching certain names attached to this requisition we shali have much to say hereafter.

The report of the speeches at that dinner prove this beyond question, that the Citizen shows a proper hristian spirit throughout. While we are despitefully treated and persecuted by this shabby lot of fools, we labor to do them good, and in the most kindly manner try to lead them to the path of duty.

We desire very much to see a Railway from this city to Arnprior, and, however much others may rejoice, we regret, to see that measure put down. Mr.Powell has neither the intention nor the ability to carry through any such measure. We have had a farce on a very respectable scale, and have heard Mr. Powell's abuse of others, but where is the benefit from all that ? Can we raise money on that security to build a Railway ?

We have been asked the question time and again in a very sharp way, by many of the friends of die Ministry, why, after having condemned Mr. Powell's bill in Parliament as a fraud, those ministers attended this dinner ? To this of course we have given various answers which it is not necessary to repeat, but all things considered, it must be admitted that Brockville acted, badly. Half that town should have been here at Mr.Powell's dinner. His bill was solely for their benefit, and to our injury, and when our people put aside jealousy , and all feelings of self interest in the matter, it might at least have been shown that they appreciated Mr. Powell's services. We must come to the conclusion that they understood something and desired to keep aloof; leaving all to their member, Mr. Sherwood ; and, judging from the past can we say they are wrong ?

12/04/1861 Ottawa Citizen Canada Central

LEGISLATIVE ASSEMBLY

Bills were introduced to Incorporate the Canada Central Railway

THE CANADA CENTRAL RAILWAY Page 2 col 3

Mr. W.F. Powell moved the second reading of his bill to incorporate the Canada Central Railway Company.

Mr. J.S. Macdonald said all our railroad bills had been a farce, a failure, and disgrace to the country. In England, the practice was that the capital should be subscribed, a survey made, and an assurance given that the railway should be made before a charter was granted. Here the contrary was the case, and our Legislature was ready to grant a charter for a railway to the moon if it was asked for. We always began at the wrong end. Last year a bill just like this was introduced by the Hon. member for Carleton, by which a large portion of the public domain narrowly escaped being granted away, and this year there was another, introduced by the hon. member for Argenteuil, under very auspicious circumstances. If this bill were carried, he supposed agents would be sent out to canvass England, Scotland and Ireland, and the country be flooded with spurious bonds. Moreover this measure involved the granting, for the purposes of the proposed company, of a large amount of the public lands. Did the Government consent to it? There had been a railroad something like this before the North Shore line, for which 4,000,000 acres were formerly appropriated - what had become of it now? Was it not a farce? And then there was a railway to Vaudreuil! - what had become of that? He did not think railroad men in England would put their names to Canadian railroads now. There had been a time when they would - when the Barings and the Glynn's and the government put their names to the head of the list; but people would not be gulled any more now. He was not opposed to the scheme it was as feasible as many others that had been introduced; but we should hear, if we passed this bill, that affairs in the United States, or the Syrian massacres, or affairs in Europe, had prevented the capital from being subscribed, and necessitated an appeal to the government to defray the expenses of the survey. Besides, if this railway were chartered and built, the municipalities interested in the Brockville Railway and the Prescott Railway Company would come down to the House for aid, or for relief from their indebtedness, as we had chartered a rival line to theirs. Besides, what was the hurry about this road? The hon. member had better wait until the government was at Ottawa, and the trade demanded it. No man would be more delighted than he to see a railway built through the Ottawa country, where he himself had some interest, but it must be taken on hand by men who had capital of their own to embark in it, and would not appeal for every farthing to British widows and orphans.

Mr. R. Scott said these remarks must be very amusing. So far from the Prescott and Ottawa Railway opposing this measure, it would be the greatest benefit to them.

Col. Playfair was surprised that the hon. member should oppose the motion. The time had come when the back country must be opened up, and it was through the Ottawa Valley that they looked for opening up communication with the Red River. This railway was a step in the right direction; they did not ask any public appropriation, but simply the right of road. It would be the first link in the chain of the great Pacific Railway.

Mr. W. F. Powell regretted the opposition of the hon. member for Cornwall, and he promised the hon. member that he would take no advantage of his absence from the Railway Committee to pass it. He would give him timely notice, and he believed that when he heard it fully explained even his objections would vanish. The project was not a new one, for it was embodied already in several charters, which, however, were found from the diversity of provisions, to be unworkable in their present state. All the bill asked from the Government was the very lands which had been appropriated already to these very companies; so that there would be no new grant of public domain. The Ottawa country had contributed largely to the other enterprises of the country, and it was exceedingly illiberal in parties living at the front to oppose the very first measure in which the new capital was interested. Ottawa was in direct commercial intercourse with Montreal and Quebec, and required to have better means of reaching them than they had at present. He had no doubt the scheme would lie constructed cheaply. The country was level, and most of the material required could be had on the spot. If he had followed the prompting of his own ambition he would have asked to go to the Pacific shore, but he confined himself within narrow limits. If however, the Railway Committee were of opinion that the extent asked for was too great, he was willing to take it as far as Arnprior. The county he represented was one of the most prosperous in the Province, and what was better, was free from debt, and he thought it was quite reasonable that when asked for this charter, it should at least receive respectful consideration.

Mr. Patrick thought the bill was one which could very properly be allowed to go to the Committee.

Attorney General Cartier understood that there was an arrangement made between the several railway companies alluded to in favor of the bill. The Vaudreuil Company was the only one whose charter had not expired; but it was a provision of the several charters that each company would have the power to take up and carry out the very schemes if the others failed, in which case it would be entitled to the lands appropriated to them. Now the Vaudreuil Company was in a position to do that, and if there was such an agreement as had been named, there was no necessity for a new grant. After some more discussion, the bill was read the second time.

The House then adjourned..

30/04/1861 *Ottawa Citizen**Canada Central*

The new Canada Central Railway Bill has been brought before the House. Mr. Powell has so far yielded to public opinion, as to insert the words "by way of Ottawa and Arnprior" in the description of the route of the proposed Railway. This is gratifying, as Mr. Powell announced at the city meeting his intention to introduce the same bill this session. We append lists, old and new, for the benefit of those interested:

17/05/1861 *Ottawa Citizen**Canada Central*

CANADA CENTRAL RAILWAY

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21/05/1861 *Ottawa Citizen**Canada Central*

Prorogation of Parliament

QUEBEC. Saturday, p.m.

LEGISLATIVE COUNCIL

This day, at two o'clock p.m., His Excellency the Governor General proceeded in state to the Chamber of the Legislative Council in the Parliament Buildings.

The Members of the Legislative Council being assembled, His Excellency was pleased to command the attendance of the legislative Assembly, and that House being present, the following Bills were assented to in Her Majesty's name by His Excellency the Governor General, viz -

To incorporate the Canada Central Railway Co. and to amend the Act intituled an Act to provide for the encouragement and construction of a Railway from Lake Huron to Quebec

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.

The Grand Reception.

We have been accused of ill-nature or ill-feeling in not sooner reporting the grand reception of members of Parliament, which came off on a very small scale last Thursday evening, on their return home to this city. Now, to be blamed in this way is very unfair, for in the first place we were not asked by the Secretary of the "Reception Committee" for "the favour" of our company, as the notices had it; and, in the next place, the said Secretary was not polite enough to send us a report of the proceedings. The most energetic efforts have since, however, been employed on our part to remedy this untoward omission, and at great cost and trouble we are now enabled to give a very particular account of that momentous event.

To enable the public to understand all about it, it is proper to state that Mr. W.F. Powell telegraphed to certain parties here that a grand-reception was required, and that he and Mr. Scott and Mr. Loux would arrive at the Railway Depot in this city on last Wednesday evening. Preparations were slow or people were slow, and therefore the members delayed a day in Montreal to allow the time required for proper fixings. Though notices were issued requesting, in each case, "the favour of your company," &c, for that evening, the great event was, by announcement postponed till Thursday evening. On that evening all was in readiness. The "Reception" Committee and friends were on hand at the Railway Depot, The train arrived on two, but no members with it. The discovery was then made that a torch-light procession had been desired, and it was shrewdly suggested that, as the sun was shining brightly, the torches would not make a very imposing display, and that, to avoid competition in that way, the members must have, in their wisdom, taken the route by the Ottawa River from Montreal, so as to arrive late at night. It was also known that Christy's Negro Minstrels were coming up by the same boat, and it was considered that this of itself was a great inducement for the members to come that way, as the presence of the distinguished Minstrels and their fine band would give eclat to the reception..

Accordingly the reception force mustered at the wharf about nine o'clock. The boat arrived soon after, and with it the minstrels and two membeia, Messrs. Powell and Scott. The reception band played and so did the Minstrels. Both played charmingly, and the boys came running in crowds, and caused much annoyance to the passengers. Three carriages - it is said one of them was a one horse vehicle, were in readiness for the members, and the friends drummed up by the reception committee. These friends and the committee altogether numbered eight, and as they took possession of the carriages the Band had to walk behind them. After the band came five boys carrying torches, but these seemed to be as badly off as the lamps of the foolish virgins, for they soon went out. However, the cortege proceeded up Sussex street. This was the critical moment. The object was to produce effect of course, and it was a grand success, for never was there a more solemn funeral looking cortege, as they slowly pursued their way in the most melancholy manner, from the wharf to Mr. Scott's house on Sandy hill, at the east end of this city.

Immediately after their arrival at Mr. Scott's house, the eight friends and the band being drawn up in the yard. Mr. Powell mounted a doorstep, and favoured them with a very loud and eloquent harangue. We should mention here that outside the fence, on the street there was a considerable crowd of boys, and some dogs. Two respectable men we understand, stood outside also near the gate. The speech was a gem in its way. Mr. Powell magnified his immense services to the country. his herculean labors in Parliament, by which he terrified all opposition, and carried the Canada Central Railway Bill in spite of all difficulties. Without explaining whether this referred to bullying and insulting our friends in Parliament, to such an extent, that Ottawa has hardly a friend left, and in consequence is in danger at this moment of suffering immense and irretrievable injury, he next fell foul of the press of Ottawa City. It did not admire him or support him and it was therefore bad. It even exposed his misdeeds in relation to the Canada Central Railway Bill. The whole press of the city was bad. The Citizen "malignant," and the Union was as bad as the Citizen only not quite so "malignant." He then asked in frantic tones, and looking over the fence, if there was one man in Ottawa connected with the press who had any claim to respectability? All being silent on both sides of the fence, he cried out, - No, not one. None of them would be listened to about anything. What were they? or what claims had they to be regarded? To these several questions there was no reply of any kind. The orator then pronounced a very favorable opinion of himself, and very faintly intimated that he was graciously pleased to think favorably of Mr. Scott and Mr. Loux. Their humility to him, was in his eyes at least commendable.

The friends and the band were then treated to refreshments, outside the house, in the yard, and they soon after left. The party outside the fence also moved off, and the dogs, which had assembled in considerable numbers, left about the same time. So ended these very important and imposing proceedings.

NOTE - As regards respectability, Mr. Powell reminds one of a certain class of aged females who vend fish in Market towns in the old country, whose conduct and language are proverbial as being objectionable. Not one of the members of the press in this city would be willing to be seen in Mr. Powell's company, and most of them would deem it discredit to permit him to enter their houses. They can well afford to treat him with coolness and contempt. No wonder he complains.

31/05/1861 *Perth Courier**Canada Central*

It may be as well to mention, that the passage of the Central Canada Railroad Bill in its present shape was owing to the exertions of Robert Bell Esq., the member for North Lanark. Mr. Powell the member for the County Of Carleton, had Bill in charge - in fact he was pledged to carry some such Bill, or lose his seat. To get the assistance of Mr. Sherwood he had to give the B. & O. Railway Co. a share in the land grant; but a large number of the Ministerialists were opposed to the Bill, and without considerable assistance from the Opposition, it bid fair to be lost, and if so, Mr. Powell would lose his seat. In this dilemma recourse was had to Mr. Bell, who got the Bill altered so as to confer the greatest possible benefit on Lanark and Renfrew, and then went to work among the members of the Opposition, and succeeded in getting a sufficient number of them to support the Bill to carry it through, and it is now law. It an unfortunate measure, however, for Mr. Powell, as it is just the reverse of what the inhabitants of Ottawa city wanted, and he in all probability lose his seat, in consequence. The people of Ottawa want a Railroad from that city to Arnprior, and they don't care a straw whether it ever extends any further in either direction.- As the Canada Central Railroad Bill does not place them in a position to accomplish this, the Ottawa papers are out bitter against the Bill and its framer, Mr. Powell. The fact is, Ottawa members have sold themselves cheap to the Ministry, and in consequence have had to appeal to the Opposition in order to carry an Ottawa Bill.

The Canada Central Railway Act.

Already the part is interested in the provisions of the Canada Central Railway Act appear anxious to proceed to realize their wishes. There can be no doubt that they will take advantage of it to the fullest extent, and it is quite as clear that for the Brockville and Ottawa Railway, - which is of most consequence to us at present, and is now rapidly reducing the trade of the city, - Mr. Powell has been the means of obtaining for them, to our injury, the aid which they required. While we are left without an opportunity to make an effort on our own behalf, they are liberally aided. - Those who are interested in the Brockville Railway, may well comfort themselves upon their success, and laugh at the conduct of Mr Powell in relation to this very extraordinary Railway Act. In late number of the Bathurst Courier, after copying a few lines of the subject from this Journal, proceeds to say:-

"The Act alluded to particularly specifies the Brockville and Ottawa Railway Company as one of those companies entitled to a share of the four million acres of lands granted to aid and assist in the construction of a railroad from Lake Huron to Quebec and it is further enacted, that so soon as any of the railroad companies mentioned including the Brockville and Ottawa shall have twenty miles of road completed, equipped, and in running order, then the Company shall be entitled to a share of the land grant alluded to. The Brockville and Ottawa Railway Company have not only twenty miles, but sixty miles in full operation and if the Act means anything, as stated by the Citizen, the B. & O. Railway Company may proceed at once to select and take possession of some ten or twelve townships of land, which will embrace an area nearly as large as the entire county of Lanark. The vast importance of this arrangement in its bearing upon the final completion of the B. & O. Railway to Pembroke, must be apparent to everyone who will give the subject but a few moments consideration. With such a large tract of land at the disposal of the Company, forming a basis in real estate to back them up, combined with what assistance the Municipalities may be able to render in the way of waving their claim for interest for a few years, the Company should have very little difficulty in raising means to push on the road vigorously during the ensuing summer. The first thing to be done, it would appear, in order to reap the benefit of this arrangement, is that the company should at once proceed to locate and get possession of, the lands to which they are entitled. With the title deeds in their possession, they will have a tangible basis to work upon, which may be turned to great advantage. The lands may not be of much value just now but as settlements progress backwards, they will increase in value, and may ultimately realize sufficient to pay the whole cost of the railroad from Brockville to Pembroke. Besides, in the meantime, the lands may embrace valuable yimber limits, and as soon as the titles are obtained, the timber licenses will become payable to the Railroad Company instead of to the Government. In this way they may be made to yield a considerable revenue until they could be disposed of to advantage. In view of these considerations and advantages, the Company should lose no time in taking the necessary steps to get possession of the land. That once obtained, the ultimate success of the B. & O. Railway will be placed beyond doubt.

It may be as well to mention that the passage of the Canada Central Railroad bill in its present shape was owing to the exertions of Robert Bell, Esq., the member for North Lanark. Mr. Powell, the member for the county of Carleton, had the bill in charge - in fact he was pledged to carry some such Bill, or lose his seat. To get the assistance of Mr Sherwood he had to give the B. & O. Railway Company a share in the land grant; but a large number of the Ministerialists were opposed to the bill, and without considerable assistance from the opposition, it did fair to be lost, and if so, Mr Powell would lose his seat. In this dilemma recourse was had to Mr Bell, who got the bill altered so as to confer the greatest possible benefit on Lanark and Renfrew and then went to work among the members of the opposition, and succeeded in getting a sufficient number of them to support the bill to carry it through, and it is now law. It is an unfortunate measure, however, for Mr Powell as it is just the reverse of what the inhabitants of Ottawa city wanted, and he will, in all probability, lose his seat in consequence. The people of Ottawa want a railroad from that City to Arnprior, and they don't care a straw whether it ever extends any further in either direction. As the Canada Central Railroad bill does not place them in a position to accomplish this the Ottawa people are out bitter against the Bill and its framer Mr. Powell. The fact is, the Ottawa members have sold themselves too cheaply to the Ministry, and in consequence have had to appeal to the opposition in order to carry an Ottawa bill.

As to the correctness of this statement of facts, that cannot be a question, so far as it goes. Much might be added, as regards other parties who used Mr. Powell for their own purposes in a similar way. Indeed taking the act itself, it bears proof of this on the face of it, - but the clear explanation illegible illegible the Act was never intended to be of service to us but only illegible and intended to serve electioneering purposes for Mr Powell. Such a ridiculous illegible of a railway act has never before been seen in Canada and even for purposes of delusion and deceit, I much eligible

The following extract from the Brockville Recorder, on the same subject, gives us much additional evidence as to the views entertained in relation to the effect of this Act. If we had a railway from Ottawa to Arnprior, we could afford to look on without concern, but being deprived of that and being afforded to our competitors, the effect upon this city and neighboring country must be deplorable.

"B. & O. Railroad. - At length is a good chance for extending this railroad to Pembroke. An act has been passed lengthening the period of completing the road to Pembroke for five years, and from six to seven hundred thousand acres of land have also been secured in aid of the road already built, by giving it a connection with the contemplated railroad from Lake Huron to Quebec. The opening up and sale of the six or seven hundred thousand acres of land ought to insure the completion of the road to Pembroke, and the sooner steps are taken to bring the land into the market the better. "

07/06/1861 *Ottawa Citizen**Canada Central*

Ottawa Board of Trade Meeting

A meeting of the Council of thenOttawa Board of Trade, washeld at the City Hall on Tuesday the 4th inst.

CANADA CENTRAL RAILWAY.

Moved by Mr. Perry, and secondod by Mr. McGillivray :

"That the Secretary be requested to lay the following questions before the members of the City Council, requesting them to ask legal advice thereon from their solicitors :

1st. - Does the Canada Central Act afford the proper or needful provisions to enable the : parties incorporated as the Canada Central Railway Company. to become organized, with the powers required to enable them to construct a Railway from Ottawa city to Arnprior. and obtain their share of land, independently and irrespective of the "Brockville and Ottawa" Railway Company, the "Carillon and Grenville," the "Vaudreuil and Bytown," and the North Shore Railway Company, or any of them?

2nd. - If so, how are they to proceed to that end ?

3rd.. - If not, how is amalgamation and organization to be effected, with a view to the construction of the Ottawa and Arnprior section?

4tn. - Can all or any of those Companies claim land under this act, irrespective of the Ottawa and Arnprior section ?

5th. - if the portions of the lines already constructed, not being part of the direct Line, can claim their proportion of the land located for the construction of a Railway between ' Montreal and Lake Huron, for instance, such part of the Brockville and Ottawa Railway as is already built?

Carried.

05/06/1868 *Almonte Gazette**Canada Central*

PROPOSED RAILROAD.- The Herald in alluding to the advantages derived from the construction of the B. & O. Railroad, says : - A line is also proposed to run from Ottawa to some point in the West, and will intersect the B. & O. R. at the most convenient point. A direct line, and the shortest route which can be taken, as well as the most level ground for a track, will cross the B. & O. R at Carleton Place. This line, we believe, has been decided on and is already explored this far. When the road is completed our people here will be within 28 miles of the capital of the Dominion of Canada!"

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 various 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.

05/03/1869 Ottawa Citizen Canada Central

THE CANADA CENTRAL RAILWAY

The following communication has been addressed to His Worship the Mayor

Ottawa, 4th Jan., 1869

Page 3 columns 5 and 6

12/03/1869 Almonte Gazette Canada Central

Long letters from Powell and Abbott

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 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 he 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.

24/07/1869 *Almonte Gazette* *Canada Central*

THE CENTRAL CANADA RAILROAD [sic]

An influential meeting of gentleman interested in the progress of the country was held on the 9th inst. Several gentlemen made addresses on the subject, and the right of road was promised by a number of those who have property along the line of the proposed road. We copy from our confrere, the Ottawa Times, the remarks of H. Abbott, Esq., the vice president of the Central Canada Railroad:

"Mr Abbott said when he went to England, in the interests of this road, he found people ready enough to invest their money in railroads here, but it was reasonable enough that before doing so, they should wish to be satisfied as to their necessity, and what the people of the country thought which they passed thought of them. Messrs. Balkow & Co., extensive iron masters in England, were very favorable to the road from his representations, and meetings of capitalists were called, but unfortunately he was not in a condition to lay before them any expression of the people in reference to the matter. We want that municipal bodies should express themselves, and if it were known that the people want the road, and have faith in it, British capitalists could be readily found to invest in it. The speaker then gave many instances of the improvements and wealth which railroads produced in the country through which they passed. He concluded a clear and forcible address, by saying you will never have an Upper Ottawa Railroad on such easy terms as those offered by the Canada Central.

Also a letter from Keefer about the Canda Central Railroad

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.

13/11/1869 *Almonte Gazette* *Canada Central*

CANADA CENTRAL RAILWAY.

The public meeting of the united counties of Prescott and Russell, as already reported by telegraph, and which took place at L'Original on Monday last, was well attended. The chair was occupied by the Warden, Mr. N.D. Mcleod, of West Hawkesbury, and the point in discussion was, whether the united counties of Prescott and Russel [sic] should take stock in the Canada Central Railway, and to what amount - also, whether the railway should be constructed so as to secure the government grant of land.

Mr. Sheriff Treadwell, who takes such a lively interest in railway extension through the country, moved for a committee, and enumerated many documents bearing on the subject, amongst them being a copy of a letter to the Right Hon. Sir Stafford Northcote, M.P. Governor of the Hudson Bay Company, London, which appeared in the Witness of the 7th of October, and suggesting the manner in which the means could be secured to complete the railway to the Pacific through British territory. He wished that these documents could be laid before such committee for the information. He had corresponded very widely on the subject, not only of the Canada Central Railway, but on that of the railway to the Pacific, and in all cases the answers he had received had been most satisfactory. Different railway lines, as well as steamship lines, had been addressed. A lengthened discussion followed, resulting in the motion for committee being negatived, the meeting deeming that sufficient information had already been obtained to justify the meeting in coming to a decision. A resolution was agreed to the effect that, in lieu of taking stock, it was expedient to grant a bonus of \$200,000 to the line, when it should be completed. It was also resolved to press forward the undertaking, the more so as without such determination it might be impossible to obtain the grant of land, which expires next year.

Since the vote at L'Original a great deal is now said about the Canada Central Railway. Matters have been at a stand still for some time and it is very late in the season; consequently, to comply with the terms of their charter, work will require to be energetically pushed next summer. If this can't be done, the same extension may be asked at the next session of Parliament.

05/02/1870 *Almonte Gazette* *Canada Central*

CANADA CENTRAL

We understand it is the intention of the Canada Central Railway Company to push forward the work between here and Carleton Place. With a view to its completion before the expiration of the charter on the 1st of September next. If completed within that time the land grant will be secured. We are also assured that it is their intention - if supported by the municipalities - to make a determined effort to complete the railway from Montreal to Pembroke before the expiration of the charter. - Ottawa News.

27/05/1870 *Perth Courier* *Canada Central*

Perth Courier 1870-05-27 p2

CANADA CENTRAL RAILWAY.- Work on this road and on the rolling stock is progressing vigorously. Some splendid passenger cars for this road are now in course of construction in Brockville. Two or three hundred of the navvies employed on the road lately struck for higher wages - \$1.25 per day - and rather than lose them the Company complied with their demands

04/06/1870 *Almonte Gazette* *Canada Central*

The strike on the Canada Central Railway is at an end. The men have gone back to work at the old wages and hours.

The Canada Central Railway authorities have hired two hundred immigrants to work on the railway between Ottawa and Carleton Place,

The Aylmer Railroad is now apparently a dead letter. The very intelligent people of that place have made up their minds to go on in the same old way, and let the Canada Central have all the benefits that might be derived from a connection with the St. Lawrence and Ottawa which could be done for a very small outlay

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.

22/07/1870 *Perth Courier* *Canada Central* *Brockville*

Perth Courier 1870-07-22 p2

CANADA CENTRAL RAILWAY- It was naturally supposed that the burning of the machine works of the B. & O. Railway at Brockville a short time ago, would lead to a serious delay in opening the Canada Central for business, as most of the rolling stock of the latter had been destroyed. We understand, however, that the active and energetic manager, H. Abbott, Esq., possesses resources fully equal to the unusual demand thus made upon them, and that the road will be in operation at the time originally intended - the ensuing September.

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.

Repeated verbatim on the Almonte Gazette od 29 August 1870.

BELLS CORNERS BURNED - We learn that the village of Bell's Corners, near Ottawa has been wholly consumed by fire and that several people were burned to death. The new depot at the Canada Central R.R. was also destroyed. We can give no further particulars in this issue.

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 course of completion. Trains are busy drawing gravel up to fill up about the ties

27/08/1870 *Almonte Gazette*

Canada Central

The Canada Central.

The losses of the Canada Central Railway by the late fire were not so serious as we had supposed. At any rate, with the promptitude which has been characteristic of the company, the damage has been repaired and the locomotive is now running as far as the junction of the March Road with the Richmond Macadamized Road, about 7 miles out of the city.

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 as 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.

09/09/1870 *Perth Courier*

Canada Central

Ottawa

Perth Courier 1870-09-09 p2

On Tuesday last, the final rail of the Canada Central Railway was laid that completed this work, and enabled the iron horse to run through from Brockville, Perth, Sand Point and Carleton Place to Ottawa. Regular express trains will commence to run on Friday next, the 16th inst., between all points on the line of the B. & O. R. and C. C. R. to Ottawa and return. The Perth and Ottawa stage will cease to run after Friday next.

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

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.

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 rout [sic] from Ottawa to the west will be open for traffic on the sixteenth instant.

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 Armprior, 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

CHANGE OF TIME

A new timetable for the B. & O. and C.C.R. has just been issued, going into effect on the 16th, when the trains on the latter road began their regular trips. It will appear in our next issue, want of space compelling us to lay it over for one week,

Inauguration of the opening of the Canada Central Railway.
Grand Excursion and Dejeuner.

On Thursday last an excursion for the purpose of celebrating the opening of the railway from Ottawa to Carleton Place, was taken over the entire length of the B. & O. R. and the C. C. R. Invitations to be present were given to a large number of the leading citizens of Ottawa and Brockville and others along the line of the road. A train left Brockville at 7:45 and Ottawa at 9:30, and making a connection at Carleton Place both trains were merged into one. The train arrived at Almonte at 11:45, and presented quite a gay and handsome appearance, the engine being tastefully decorated with a large number of brightly coloured flags, no less than six passenger cars being attached thereto and all filled with a most respectable looking company. Having been presented with a complimentary ticket, we gladly availed ourselves of the opportunity of joining the excursionist. On getting on board we found the cars so full that we had some difficulty in procuring a seat. The train remained at the station but a few minutes, and then started for Sand Point at a rattling pace; Pakenham and Arnprior were quickly passed and ere long the train reached the present terminus of the road - Sand Point. The village was dressed in its best for the occasion, any quantity of bunting being visible from almost every point.

THE DEJEUNER

was served in a large and commodious freight shed lately erected. Two rows of tables extended from one end of the building to the other; every seat seemed to be occupied and justice was done to a most substantial display of eatables, including fruit of almost every kind. A large number of flags and banners, interspersed with evergreens, were tastefully arranged throughout the building and numerous devices adorned the walls, conspicuous amongst which were the following: at the upper end appeared the well-known words, "God Save the Queen" surmounted with an immense Union Jack and underneath several lions couchant and rampant. The lower end of the room was likewise adorned with a large flag encircling the words "Prince Arthur." On one side of the room, and arranged at short intervals, were the words "Success to Railway Enterprise," "Stephenson," "Ross," "Locke" "Prosperity to English Capitalists" "Bolebow and Vaughan," "Science," "Engineering," "Telegraphy," "Lumber," "Minerals," "Commerce," "Agriculture" "Trade," "Brunel," "Errington" "Watt," "Tilford." [sic] On the other side of the room, and arranged in excellent order, were the following words and devices: "Ottawa City," "Brockville," "Montreal," "Dominion of Canada," "Ontario," "Quebec," "Manitoba," "Success and Prosperity to the Canada Central Railway," "Brockville and Ottawa Railway," "Northern Colonization Railway," "Ottawa Valley Railway," &c. J. J. C. Abbott, Esq., M. P., occupied the chair, and on his right hand was Sir Francis Hincks and S. R. Graves, Esq., Member of the House of Commons for the city of Liverpool, England; on the left of the chairman were Hon. Alex. Morris, Mr. Powell, M. P., England, and Allen Gilmore, Esq., At the further end of the room, the seats at the tables running across the room were occupied by Judge Armstrong, Mr. Rowan, R. W. Scott, Esq., M. P. P., and D. Galbraith, Esq., M. P. P.

After a continuous cannonade of small arms, in the shape of champagne corks, had been kept up for some time, the chairman rose and gave the first toast of the day "The Queen." The toast was most enthusiastically received after which the band of the B. & O. R., which was in attendance, played "God Save the Queen," The next toast was "The Prince of Wales" immediately followed by the "Gov General," both of which were heartily responded to. The chairman then said that it would only be rendering honor where honor was due when he proposed the toast of "Her Majesty's ministers."

Sir F. Hincks responded, saying that he took it for granted that the toast was meant for Her Majesty's Ministers of the Dominion of Canada. On behalf of his colleagues and himself, he felt gratified for the honour done them. He apologized for the absence of the Hon. Messrs. Cartier and Langevin. He was sure that they would rejoice with him when he said that the first Minister was recovering rapidly, and that he would soon be able to resume his duties in perfect health. During the illness of the premier the different members of the government felt deeply grateful to the members of the opposition party in the house for the deepest sympathy felt and expressed on that occasion, but, indeed, he felt that this feeling of sympathy extended to the whole Dominion of Canada, but now they would rejoice with him at the prospect of early return of the Premier to his accustomed labour. He cordially congratulated the chairman and the directors of the Canada Central Railway upon the auspicious opening, this day, also the great line which he hoped to live to see completed from the Atlantic to the Pacific Oceans. As a member of the government he had rendered the company every support which it was in his power to give, and he might say the same of his colleagues, and he trusted their efforts would be crowned with success. There were three roads of unity together, the Canada Central, the Northern Colonisation and the Brockville and Ottawa. As their time was limited he would not detain them any longer on the present occasion. He concluded by giving a toast "The Chairman and Directors of the Company." The hon gentleman resumed his seat amid loud applause.

The chairman responded to the toast. He regretted the absence of the President of the road, on account of illness; had he been present today he would have rejoiced to witness the success to this extent of his labour. He made a stirring appeal to those present to help by every means in their power the completion of this great undertaking, he showed the great advantages and fruits to be reaped by pushing on the work. They commanded a splendid geographical position, would they rest satisfied with what they had done or should they go on. The hon. gentleman made quite a lengthy speech on the conclusion of which he was heartily cheered by the large audience. The chairman then said that he was happy to announce that they had with them today two members of the British House of Commons. He would now call upon S. R. Graves Esq., member for Liverpool to address the meeting.

Mr. Graves on coming forward was heartily cheered. He said that it had been his privilege 25 years ago to visit this country. He contrasted the difference between then and now; at that time there was no railway in existence in the country, now they had over two thousand miles of railway; then they had no swift steamers to cross the ocean, to day they had a line unrivalled on the Atlantic; twenty five years ago Ottawa was but a village with a few thousand inhabitants, today he came to visit it a city with all the appearances of wealth and comfort. Twenty five years was but a small part in the life of a nation, but on looking back it was marvellous to see what had been done in that short period. Suppose we were to bring minds to look forward for twenty five years and then ask yourself the question what is this country destined to be? They had met this day to celebrate the opening of part of a road which was to connect the great oceans of the west with the oceans of the east. It was their duty to go on with the work and not to be desponding, if they had a road in the United States, we possessed the same advantages. The presence there today of two Ministers of the crown was sufficient proof to him that the government were in favour of the line, and would be ready to do their duty when the time came. The hon. gentleman then referred to the rumour that England was about to sever the connection between the Dominion of Canada and herself. He denied this most energetically, and made some cutting remarks in reference to it which had the effect of raising the patriotism of the audience to a high-pitch of enthusiasm. He concluded by asking the pertinent question, what would England be without her colonies? He looked upon the Dominion of Canada as being one of the brightest gems in the crown of England.

Mr. Barup, President of the Morristown and Black River Railway, was then called forward to speak. He made a short address, complementing the Managers and Directors of the C. C. R. For the expeditious way in which they had furnished the road.

Col. Gray (P. E. I.) was the next speaker. He made a vigorous speech overflowing with true patriotism. He desired the member for Liverpool (Mr. Graves,) when he went back to England to tell the people there that the people of the Dominion of Canada were not dependant on England for their support; they were able and willing to pay their own way.

Several other speakers followed including Hon. Alex. Morris, Sheriff Powell, R. W. Scott, Esq., M.P., H. D. Smith, Esq., M. P., and a few others - and after a few more toasts the grand dejeuner was brought to a close. The word was given, all aboard for Ottawa, and the freight shed so handsomely filled up was left all alone in its glory.

Everything connected with the excursion and dejeuner went off in splendid style, and everyone present seem to be highly delighted with the arrangements. The dinner was all that could be desired and reflected credit on the caterer for the occasion, Mr. Cavanaugh, Queen's Restaurant, Ottawa.

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.

OPENING OF THE CANADA CENTRAL RAILWAY.
 EXCURSION AND DEJEUNER.
 TOASTS, SPEECHES &c.
 A GREAT SUCCESS.

(By Our Own Reporter.)

Friday last was quite an important period in the history of the progress of the Ottawa Valley, for on that day was opened that part of the Canada Central Railway between Ottawa and Carleton Place, and soon, judging from all appearances, to be continued from either end to Montreal and Pembroke. It was an occasion worthy to be observed handsomely, and the manager, H. H. Abbott, Esq., proved himself fully equal to this somewhat onerous task. Everything went off like clockwork, and everyone enjoyed himself thoroughly, whether by the excursion, at the spread, or and listening to the speeches made by the array of talent congregated there. As we intimated before, the dejeuner was held at Sand Point, the present terminus of the B. & O. Railway, and though by this arrangement the guests from Brockville, Perth, and other stations on this end of the Canada Central, were deprived of the luxury and novelty all of riding over the virgin road, those from the Ottawa side, numbering at least three fourths of the entire number of executionists, enjoyed the trip the balance were deprived off. Those from the south joined the Ottawaites at the junction at Carleton Place, where they changed cars for the Canada Central train awaiting them there, and the act of union being accomplished, the whole were rushed off to Sand Point at the rate of about 45 miles per hour. The Canada Central cars are for looks, finish, and comfort, almost perfect, and approach to a par in these respects with the carriages on the New York Central and Great Western of Canada. It may be presumed, therefore that this excursion train of six of these handsome cars, drawn by a powerful and splendid locomotive decked in gay bunting, and loaded with its host of cabinet-ministers, M. P.'s and M. P.'s, government and county officials, city and town councillors, the leading businessmen of the Ottawa Valley, newspaper men &c, &c, cut considerable of a dash on it's swift way to the scene of inauguration. Sand Point was reached about one o'clock, and appeared in all the glories of waving flags and the new freight shed dressed up with evergreens. On arrival the company was almost immediately summoned into the freight-shed to partake of the refreshments provided, and in a very short space of time nearly 500 people were seated at the tables, which consisted of four in number, one each along the sides and across the ends of the building. The extent of the "spread" maybe arrived at when we mention that this freight shed is nearly 200 feet in length and of a proportionate width. The interior of the building was richly and handsomely decked off with flags and evergreens, interspersed with numerous appropriate mottoes and inscriptions brilliantly painted. Amongst the latter we noticed "God Save the Queen," "Success to Railway Enterprise," "Randall," "Stevenson," "Ross," "Locke," "Corbett," "Prosperity to English Capitalists," "Bolckow & Vaughan," "Success and Prosperity to Canada Central, Brockville and Ottawa, and Northern Colonization Railroads," "The Dominion and each of her Province's," "Ottawa," "Montreal," &c., &c. The Excellent Brass belonging to the Brockville and Ottawa Railway Co. artillery was present and added its livening strains to the enjoyment of the day. The dejeuner was furnished by Mr. Kavanagh, of the Victoria Restaurant, Ottawa, and was very creditably got up. At the table was seated among others, Sir Francis Hincks, Hon. J. C. Abbott, Hon. Alex. Morris, Mr. Graves, M. P., for Liverpool, England, Mr. Powell, M. P. for Malmesbury, England, Hon. Malcolm Cameron, D. Galbraith, M. P. P., A. Code, M. P. P., J. Poupore, M. P. P., Col. Gray, M. P., H. W. Scott, M. P., Messrs. Ault and Ross, M. P.'s, R. Lyons, M. P. P., H. H. Abbott, Esq., W. R. Worsley, Esq., &c, &c.,

The Hon. J. J. C. Abbott occupied the chair, with Sir Francis Hincks and Mr. Graves, M. P. on his right; and Hon. A. Morris and Mr. Powell, M. P., on his left.

At the conclusion of the dinner, champagne was plentifully substituted for everything else eatable and drinkable, and the toasting, &c., commenced. The chairman proposed "Her Majesty's Ministers."

Sir Francis Hincks responded, regretting that there was not more of his colleagues present on this auspicious occasion - particularly mentioning Sir G.E. Cartier and Hon. Mr. Langevin. As for the Premier, Sir John A. McDonald, it was his pleasure to inform the assemblage that he had left Prince Edward the day previous, and was expected to resume his duties in a short time. He referred to the satisfaction this event would cause throughout the Dominion; and paid a handsome tribute to Her Majesty's Opposition in their earnest and hearty sympathy for the Premier during his late dangerous illness. In referring to this successful and auspicious opening of the new road, he hoped it would soon in connection with the Northern Colonization Road and the Brockville and Ottawa be ere long extended to the Pacific ocean. As a cabinet minister, he had always given his utmost aid to promote public works, and this road was no exception. He begged to propose the health of the "Chairman and Board of Directors, and success to the Company."

The Chairman, Hon. J. J. C. Abbott, in absence of the manager, who was indisposed, replied. He thanked the assemblage and the last speaker for the kind sentiments, and the latter particularly for his efforts in Parliament to advantage the road. He looks forward to the day when the Canada Central and the Northern Colonization would be extended to the Pacific, and pointed to the fact that this was the shortest route to the Pacific. Here, fifty miles from Ottawa, at Sand Point, lay the key of the trade of the world. The teas of China and Japan and the products of the western world would find their depot here. Were they going to stop here? No; let them strike the foot of Lake Superior, and no legislation could prevent the road securing the trade of the far east and west. Then would the country between be opened up, and millions of acres of fertile land thrown open to the homeless emigrant [sic], while the railroad would offer employment to thousands. This same railroad was important in a military as well as a commercial sense, so while the Grand Trunk was so vulnerable that a half-dozen men might cross the St. Lawrence and destroy it so as to break the communication, this road was secure from such attacks. He advocated grants of land to the company, so they might offer emigrants a home along the line or [sic] road, and the country might be the more readily and wholly opened up and developed. They wished no timber, but could do a power of good with land. He proposed the toast, "Our guests."

Mr. Graves, of Liverpool, England, rose to reply. It was his privilege to visit this country 25 years ago when the exports would not exceed \$25,000,000; now they would fairly reach \$100,000,000. Then the interior communication was very bad, having nothing better than common roads; now there were over 2000 miles of road in the country. Then we had to cross the ocean by means of American steamers and vessels; today no more magnificent line of steamers exist than the Canadian lines now crossing the Atlantic. Ottawa was then the Bytown of 4 or 5,000 inhabitants; today she is a fine city of 25,000 people. Forty-six years ago the first settler had camped on its site; today it was the capital of the Dominion, and was the centre of a well settled and fertile country, having fine farms and pleasant homesteads. And this road that had been opened today was but a link in the great chain that was to connect the two oceans. He advised no jealousy towards the American Pacific railway: we, too, had wealth, energy, and enterprise, and had lands fit for settlement to induce companies to make link after link of a great British Pacific Railway. Though he might not be here to witness this, his sons likely would. He ridiculed the idea of a separation between this and the mother country, saying that as long as we wished the British were willing to keep up the connection. He warmly acknowledged the patriotism of the Canadians, and the heartiness with which the health of the Queen had been drunk. The Hon. gentleman concluded his flowery and eloquent speech by quoting a fine couplet from Moore, and sat down amid thunderous applause.

At the request of the chairman, Mr. Barup, President of the Utica and Black River Railway Co., in the state of New York, came forward and made a few remarks. He expressed himself surprised at the progress of this part of the country. On 15th May last the first work on the Canada Central was done, and today an express train ran over the road at the rate of 40 miles an hour! He knew no instance of celerity and energy in the United States to equal this - even in the case of the Great Pacific Railway altho' it had the government at its back throughout. On his side, they were commencing a railroad from Morristown, opposite to Brockville, to the village of Philadelphia, N. Y., which, when completed, would give them the shortest route to New York city that could be built. He hoped the Canadians would not stop here, but with the good start they had made, extend the Canada Central clear through to Lake Superior. We had public lands and resources, but they would never be fully known or developed until railroads ran through them. He attributed the rapid growth and prosperity of the United States to the progress of her railroads, insisting that it was no sacrifice of the public lands to give them to railroad companies.

Several speakers, consisting of Colonel Grey, Sherriff Powell, R. W. Scott, M. P. P. Hon. Alex. Morris, H. H. Abbott, H. E. Smith, M. P. P., and Judge Armstrong followed - some proposing and others responding to toasts - after which the assemblage broke up and took the train homewards, having spent a most pleasant day.

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.

01/10/1870 Almonte Gazette Canada Central

Time Table

CANADA CENTAL AND BROCKVILLE & OTTAWA RAILWAYS

On and after Friday the 16th September inst., through trains will run over these roads as follows:

EXPRESS TRAINS

Will leave Ottawa at 9 a.m., and 5.35 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, &c.

EXPRESS TRAINS

Will leave Brockville at 8.05 a.m., and 4.40 p.m. The 4.40 p.m. train will await the arrival of the Grand Trunk Mail Trains going East, if late making a certain connection for mails and passengers for Ottawa.

Express trains will pass Almonte, going south at 10.07 a.m., and 6.42 p.m., connecting at Carleton Place with express trains for Ottawa.

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 Railroad 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.

03/12/1870 Almonte Gazette Canada Central Stittsville

STITTSVILLE - Stittsville, on the line of the Canada Central Railway, and which was completely destroyed by the summer fires, is again being built up pretty rapidly. A new village is rising on the ruins of the old one. Lumber is almost daily taken out on the Canada Central cars for building purposes

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 transshipment.

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.

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.

16/06/1871 *Almonte Gazette* *Canada Central*

The Pembroke observer says: At a meeting of the Directors of the C.C. Railway, lately held in the city of Ottawa a committee composed of Hon. J.J.C. Abbott, president. Hon. A.B. Foster and H.L. Redhead Esq., was appointed to press forward the extension to Pembroke, and to confer with the municipal authorities as to the aid towards it. The route to Pembroke was discussed but we are left in ignorance of its location. A resolution of co-operation with the Northern Colonization Railway was passed as to obtaining of a route without change of gauge [sic] from Montreal westwards.

23/06/1871 *Almonte Gazette* *Canada Central*

C.C.R. - An active survey is now going on for the extension of the Canada Central Railway from Sand Point to Pembroke, a distance of 45 miles. It was decided at a meeting held in Ottawa on the 12th(?) to push on with the line at once.

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.
More

28/07/1871 *Almonte Gazette* *Canada Central* *Renfrew*

Canada Central Railway.

Breaking Ground at Renfrew.

In an issue of the 21st, we were enabled to announce that the Canada Central Railway company would break ground today, in this village, for the extension of the line from Sand Point, northwards.

We issue a brief extra to say that this program has been carried out. After some time spent in discussing the terms between the Directors of the Company present and the local Committee, arrangements satisfactory to both were then concluded, by which the construction of the road from Sand Point to Renfrew Village will be completed and the cars running, by the 1st of January next.

Immediately after those preliminary proceedings were settled, the villagers who had assembled, headed by the Arnprior Brass Band, marched to Lot No. 11 in the 2nd concession of Horton, to see the first sod turned, on the land donated by Mr. Xavier Plaunt for the Railway Station. After the preparation of the spot by some of the workmen of the C. C. Railway, the ceremony of turning the first sod was performed by Mrs. McDougall (widow of the late J. L. McDougall) amid the hearty cheers of the assembly. Mr. Scott, M. P. P., of Ottawa, then fittingly alluded to the importance of the work that day commenced. Mr. Ward, Reeve of Renfrew, took the spade, and wheeled away the first barrow of soil; and was followed by Mr. S. Coombs, and other old residents who felt inclined to bear a hand in the welcome task.

A luncheon was subsequently given in the Town Hall, where the chair was taken by the Reeve, Mr. Bellerby and Mr. A. A. Wright officiating as vice-chairmen. After the usual loyal toasts, Mr. Scott, in the course of some further remarks, stated that the arrangements of the local committee would enable the Company to go on with the extension of the line: that 600 men would be required to complete it to Renfrew in the time specified; and that the whistle would be heard here by the 1st of January next. - Renfrew Mercury extra 22nd.

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.

11/08/1871 *Ottawa Citizen* *Canada Central*

Mr. Harry Abbott, Managing Director, Mr. Redhead, Chief Engineer, and Mr. G. Lowe, jr., Secretary, of the Canada Central Railway, are at the same hotel

CANADA CENTRAL RAILWAY

A meeting of the Directors of this road was held in this city yesterday at the company's offices. The President, Hon. J. J. C. Abbott, presented the annual report, giving a review of the affairs of the company for the past year, and referring to the efforts of the board to extend the line westward to Renfrew and Pembroke. The report expressed great regret that the county of Renfrew and the town of Pembroke had not accepted the proposition of the company to complete the road to Pembroke before the end of next year on receiving a contribution of \$150,000. It was decided to build the road as far as Renfrew before the end of the present year, leaving only about 32 miles to complete the extension to Pembroke. Subsequently the annual meeting of the stockholders for the election of directors was convened, and the following gentlemen were chosen as the new board:

Hon. J. J. C. Abbott, M. P.

Hon. A. B. Foster, Senator.

Hon. James Skead, Senator.

R. W. Scott, M. P. P.

L. Beaubien, M.P.P.

E. B. Eddy, M. P. P.

Edward McGillivray, Esq.

H. L. Redhead, Esq.

J. Ashworth, Esq.

J. W. R. Rivers, Esq.

A number of subjects affecting the company were discussed, among others the propriety of having the section of the Brockville and Ottawa road lying between Carleton Place and Sand Point, which was an important link for the Canada Central to acquire.

18/08/1871

*Almonte Gazette**Canada Central**Bells Corners*

AN INCIDENT OF THE EXCURSION - The Almonte Gazette tells us what we did not know before, that the excursionists who came here from Almonte on Saturday were employees of Messrs. Rosamond & Co., who bore the expense of the trip. We understand that this is merely a sample of what they do every year. We commend their example to Ottawa employers. On Saturday evening the writer went out as far as Bell's Corners with the returning excursionists. Finding both first class cars jam full he was content to take a seat in a second class car among men in all stages of happiness. One of the lot was so happy that he lost his hat and that seemed to half sober him. On getting up at Bell's Corners our hatless friend followed us out, and said, "Would you mind lending me your hat?" Not wishing to be seen parading through Bell's Corners without a hat, the writer replied "No thank you," and passed on. Perhaps our Almonte contemporary will inform us whether our friend of the second class car has found a hat yet. - Ottawa News.

18/08/1871

*Almonte Gazette**Canada Central*

Full account of the Annual Report to Shareholders

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.

25/08/1871

*Almonte Gazette**Canada Central**Renfrew*

- The Hon. A.B. Foster and other gentlemen representing the Canada Central visited Renfrew again this week, and entered into arrangements with local contractors who had previously undertaken the clearing of wood from the track, for the grading of the Renfrew and the adjoining section of the line. We hear that the brush has been burnt along the whole route - and in some places the wood has been logged and the track is entirely cleared for grading. Thus it will be seen that the work is being pushed along with great vigour. Several thousand ties will be ready for delivery in a few days, and the rails will be on hand for laying the track as soon as the line is graded and in order to receive them. - Mercury

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.

24/11/1871 Almonte Gazette Canada Central

A Great Railway Project

We were the first to announce that the Canada Central Railway and the northern end of the Brockville & Ottawa Railway had been leased by Sir Hugh Allan, in the interest of a new railway company of which he was the principal projector; and we are now in a position to state, from good authority, that it is the intention of the same management to push the C.C. Railway through, next summer, not only to Pembroke, but to the Mattawan River, a stream which empties into the Ottawa about one hundred miles above that town, and whose mouth is directly opposite Lake Nipissing. The line will be continued in a westerly direction as fast as capital, energy, and enterprise can do it, and will speedily find a western terminus at Saut Ste. Marie at the foot of Lake Superior. Here a new Allan line of steamers, to be built in conjunction with this undertaking, will connect the railway with Duluth, the eastern terminus of the U.S. Northern Pacific Railway, and situated at the other end of Lake Superior. The new railway will then command a great share of the through trade of the continent, and especially of the grain-growing districts of the West - a good share of which finds its way eastwards by means of the Grand Trunk. The cause of this sudden action in so extensive an undertaking is said to be a falling out between the knight of Ravenscraig and Brydges, the autocrat of the Grand Trunk. The latter it is stated, will head a company that is to be formed to build another Canadian line of ocean steamships to run in connection with the Grand Trunk, and opposition to the Allan line; while it will be seen that the darling Sir Hugh is not behind him in an opposition contest, while the knight's past successes in great commercial enterprises would seem to augur favorably for its continuance in the future. The Hon. Mr. Foster has been appointed Manager on behalf of the new lessees, of C.C. Railway and the B. & O. Railway north of Carleton Place; south of that point the B. & O. R.R. is still managed by Mr. H. Abbott. - Perth Courier.

24/11/1871 Almonte Gazette Canada Central Stittsville

Uncoupling a car while at Full Speed - "Andy" in a New Role.

The train from Ottawa on the Canada Central, on Wednesday evening last, was crowded with passengers; and among that number was that ubiquitous individual, Andy Burrows, alias James Parker. While approaching Stittsville, the coupling-pin between the passenger and baggage cars was pulled out and thrown away, and the passengers had the pleasure of seeing the rest of the train rapidly leaving them. One or two passengers and an employee on the train saw "Handy Andy" perform the trick, and the excitement of the passengers at this intelligence, rose to summary vengeance was about being taken there and then. The train proceeded several miles when the passenger car was found missing; and in consequence of the delay occasioned in returning for it, the train was an hour late in arriving at Carleton Place. We have not heard what action - if any - has been taken by the railway officials, but it is hardly improbable that it will go unpunished. A very serious accident, and much loss of life, might have resulted, and in justice to the travelling public, it is but right that such insane and criminal tricks should be promptly and severely punished..

01/12/1871 Almonte Gazette Canada Central

The Canada Central

Our perth contemporary, the Courier, is responsible for an item of information copied in our last, to the effect that the management of the Canada Central Railway had been transferred from Mr. H. Abbott to Sir Hugh Allan, of Ravenscraig, and that the new manager would push forward the extension of the road westward, with the vigour and enterprise exhibited in all of his undertakings. We have since learned that there is no truth whatever in the statement, and that no change is or has been contemplated. The Brockville Monitor speaking officially contradicts the Courier's story in every particular.

05/12/1871 Ottawa Citizen Canada Central

A brakesman 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.

08/12/1871 Almonte Gazette Canada Central

Canada Central

The construction of the Canada Central from Sand Point to Renfrew village will be completed by the first of January; and it is understood the contract for the construction of the Canada Central from Renfrew village to Pembroke has been signed, and the line is to be completed to Pembroke within twelve months.

08/12/1871 Perth Courier Canada Central Arnprior

ACCIDENT AND LOSS OF LIFE - A brakesman (sic) on the C. C. Railroad met with a sudden death near Arnprior on Monday last. The train left Arnprior station a little after 1 p.m. for Sand Point, and the brakesman, who had been only a short time on the line, was on top of the cars, when his head came in contact with the bridge which crosses over the track about a mile above the village. His death appeared to be instantaneous. He lay on top of the car until the train arrived at Sand Point, where he was taken off. This is the second time brakesmen have been killed in the same way at the same spot. Surely something might be done by the company to guard against such accidents. It is hardly a fair excuse to say that the man had no business on top of the cars at that place or even that they were aware of the bridge and should look out for it. At a short distance on this side of the particular place alluded to, an excellent public road might be got where it would cross the railway track on the level, besides avoiding the roughest spot between Arnprior and Sand Point. We think railways should have bridge signal that the engineer might then warn the men when nearing any bridge or other similar obstructions.

08/12/1871 Almonte Gazette Canada Central Arnprior

Man Killed on the B. & O. R.

A brakesman on the B. & O. R., named Napoleon Bayer, a French Canadian from Lachine, was killed on Monday last. He was on top of one of the boxcars, and passing under a bridge between Arnprior and Sand Point, and not discovering his danger, his head struck against the beams, He was instantly killed. The body was taken to Sand Point, where an inquest was held, and a verdict rendered in accordance with the facts. This is the second fatal accident that has occurred at the same bridge and in the same manner. Surely something could be done by the company, either by raising the bridge or by placing signals some distance from it, to prevent any more accidents of this kind.

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.

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.

15/12/1871 *Almonte Gazette*

Canada Central

Railway Extension

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

The Canada Central

The extension of the Canada Central Railway from Sand Point to Renfrew has received a sudden shock. 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.

22/12/1871 *Almonte Gazette*

Canada Central

The Queen vs. Andrew Burrows - Assault

The notorious "Andy" was arraigned and pleaded not guilty to a charge of assaulting one Joseph Sloan, an employee of the B. & O. R., at Perth, on the 3rd of October last. Joseph Sloan being sworn, stated that he had been placed at one end of the passenger car on the day above mentioned, by Mr. Fraser, the station master, with instructions not to let Andy on board unless he produced a ticket. In the execution of these orders Sloan took up a commanding position and covered the entrance to the car with his bulky body. Andy made his appearance and demanded admission, which was refused by Sloan until he should produce his ticket. Andy, nothing daunted, seized his opponent by the shoulder, and flourishing a "bit of a stick" over his head, tried to drag him from the car, tearing his vest and doing other damages. The attack was, however, unsuccessful, and Andy fell back on the platform.

Cross-examined, by Andy in person.- you are an employee of the B. & O. R.?-Yes.

At the time when you say I assaulted you had you any badge to show that you were in the employ of the Co? - No.

Andy, triumphantly,-"No, and I took you for a French butcher from Ottawa."

Can you repeat the Lord's prayer and the ten Commandments? - Yes.

Andy- I don't believe a word of it. I appeal to your Worship, the gentlemen of the Jury, and the honorable Court, to make him repeat the Lord's prayer and the Ten Commandments.

The Honorable Court, however being deaf to the appeal, Andy told the witness he might stand down, at the same time informing the court that he was entirely unworthy of belief.

Thomas Malone corroborated Sloan's evidence in every particular.

For the defense, Robert Story was called. On entering the box Robert said that he had not been paid for his day's attendance, and declined to take the oath until he was. The funds not being forthcoming the witness was allowed to retire.

F. A. Hall was then called who stated that he had seen Andy at the time in question, and that he had a good ticket for Smiths Falls. This closed the defense and Andy proceeded to address the jury somewhat in the following strain:

May it please your Worship, the honorable Court and gentlemen of the Jury. I am brought up here for an assault. It is a conspiracy by the B. & O. R. Co. to injure my personal character. I have sued the Co. for \$5000 damages, and the case will come on in the spring, and they want to injure my character. I am as innocent as the child unborn. The ALMONTE GAZETTE has got up a story that I took a pin out of the cars, coming from Ottawa and uncoupled them. It is all a lie, made up between the GAZETTE and the railway company. I hold in my hand a paper, (flourishing the Carleton Place Herald over his head) containing a letter which entirely rebuts the evidence of the Almonte GAZETTE. It is a first-rate letter, written by myself. I appeal to the honorable court to be allowed to read it. The court decided in the negative, Andy proceeded: They say I am guilty of this assault, but fortunately for me I am innocent. I did not assault Sloan, he assaulted me, I am at a great disadvantage; one of my witnesses who could rebut their testimony, being in Ireland, another lying sick at Boston, and a third at Manitoba; but you will see that this prosecution is entirely frivolous and will acquit me. If I am convicted, you see, gentlemen I will have to pay all the costs, or be consigned to the tombs. In conclusion I call upon you as twelve righteous men to acquit me and cover with shame the tyrannical company who would blast the fair fame [sic] of one as innocent as the babe unborn.

Notwithstanding Andy's able and eloquent address the righteous twelve brought in a verdict of guilty, with a recommendation to mercy. Sentenced to pay a fine of \$1and costs, and to remain in custody until paid.

The Queen vs. Andrew Burroughs.- Assault.

Andy was again indicted for an assault upon Patrick Cardigan, baggage man of the B. & O.R., on the 9th Oct., at Perth station. The assault was clearly proved by several witnesses and the Jury, after a short absence, returned with a verdict of guilty. Sentence the same as in first case.

The fines and costs in the two cases amounted to about \$75, and Andy, not being in funds, was consigned to the tombs.

22/12/1871 *Perth Courier*

Canada Central

Stittsville

COUNTY COURT AND GENERAL SESSIONS

These Courts opened on the 12th inst., before His Honour Judge Malloch. The following cases were disposed of:

THE QUEEN vs. BURROWS. - Defendant indicted for an assault an Patk. Sloan, an employee on the B. & O. Railway, at the Station, on the 2nd of October last. Verdict - guilty. Sentenced to pay a fine of one dollar and costs, and to remain in gaol until paid.

THE QUEEN vs. BURROWS. - Defendant indicted for an assault on Patk. Madigan, baggage-master on the B. & O. Railway, at the Perth Station, on the 9th of October last. Verdict guilty. Sentence same as above.

When these two cases were before the magistrate, Andy objected to their being disposed of summarily, and consequently they had to be sent up to the Sessions. Had they been disposed of by the magistrate, Andy would not have had to pay, probably, more than \$10 or \$12. As matters now stand, he will have to pay some \$74 for costs, and to remain in gaol until paid. Andy conducted his own defence, and in pathetic appeals to the jury in each case not to render a verdict that would "casserate" him in prison, and thereby "lasserate" his "personal feelings." All was of no avail with the hard-hearted jurymen, however, and Andy, being unfortunately short of funds, is now boarding with Mr. Kellock at the public expense, where he has ample time to meditate on the uncertainty of mundane affairs.

[Since the foregoing was placed in type, we learn that a near relative of Andy's, pitying his "incasseration," and with a view to soothe the "lasserated" feeling of a "champion of the dames," footed the amount of the fines and bills of costs above mentioned, and Andy once more inhales free air.]

16/02/1872 *Almonte Gazette*

Canada Central

Pembroke

Canada Central Railway

The Ottawa news has received creditable information that it is the intention of the Canada Central Railway Company to have the road reach pembroke next fall.

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.

08/03/1872 *Almonte Gazette* *Canada Central*

Canada Central Railroad.

M. Blake moved the following resolution:

That this house doth ratify the Order in Council granting aid to the Canada Central Railway company, which order is to the following effect: the Committee of Council have had under consideration the application of the Canada Central Railway Company for aid under the "Act in Aid of Railways," and that they advise that subject to the ratification of this Order in Council by a resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfillment of the conditions of the said Act, of a sum equal to two thousand six hundred and fifty dollars per mile of that portion of the said railway, between Sand Point and Pembroke, on the condition that the said Company shall before the first day of May next agree to an instrument embodying all proper details, and approved by the Lieutenant Governor in Council to do what may be necessary in order to give the Kingston and Pembroke Railway company running powers over that portion of the said railway lying between the point of approximation near Douglas and Pembroke, on terms to be settled between the Companies, by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen or in case of disagreement by the Lieutenant-Governor and Council, on making which award the arbitrators to have regard to the amount of public aid granted to that portion of the said railway under this order in council. The Committee further advise that payment be authorized in respect of any portion of the said Railway not less than twenty miles in length, on the fulfillment of the conditions of the said Act as to such portion and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide, and sufficient contract for the completion of the works on the remainder of the line between Sand Point and Pembroke.

The motion was agreed to.

25/04/1872 *Ottawa Citizen* *Canada Central*

ARRIVALS AT THE RUSSELL HOUSE:-

R.L. Redhead, Brockville.

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? 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 CCRR 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.

05/12/1872 The Times, Ottawa Canada Central Renfrew

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.

07/12/1872 *Ottawa Citizen*

Canada Central

Renfrew

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

07/12/1872 *The Times, Ottawa*

Canada Central

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.

27/12/1872 *The Times, Ottawa*

Canada Central

Renfrew

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.

04/01/1873 *The Times, Ottawa*

Canada Central

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.

11/01/1873 *The Times, Ottawa*

Canada Central

Chaudiere

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.

* * *

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 this 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.

23/05/1873 *Almonte Gazette*

Canada Central

Canada Central Railway.

At a recent meeting of the directors of the Canada Central Railway, it was resolved to change the head office from Brockville to Ottawa. We believe the interests of the company will suffer nothing by the change, but that it will be rather to their material advantage. The following are the office bearers for the ensuing year: President, Hon. J.J.C. Abbott; Vice President, J.S. Redhead; Managing Director, H. Abbott; Secretary and Treasurer, A.B. Chaffee.

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.

The Canada Central Railway.

The Land Claim Finally Settled - The Counties to be Relieved:

It gives us great pleasure to be able to announce to the people of these Counties that the arrangements between the government and the Canada Central Railway company respecting the land grant and the municipalities' indebtedness to the Municipal Loan Fund have been finally completed and that they only require the sanction of those municipalities interested finally to become law, and be forever set at rest. The following is substantially the bargain between the government and the Railway Company:-

- 1.- The Canada Central agrees to release all claims to further land grants under former legislation.
2. The Canada Central company agrees to assume the indebtedness of the Brockville and Ottawa Railway, and of the counties of Lanark and Renfrew, Brockville and Elizabethtown, in connection with that Railway, as reduced by the hon. Mr. Mowat's Act.
- 3.- the Canada Central agrees to return to the Brockville and Ottawa Railway company \$100,000 of moneys said to have been formerly advanced; and the Canada Central covenants with the Crown that the Brockville and Ottawa Railway company shall spend in repairs and equipments of that road the sum of \$100,000 such expenditure to be begun within three months of the present date.

4. Canada Central will retain the subsidy already granted for the extension to Pembroke.

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.

27/02/1874 *Almonte Gazette*

Canada Central

Carleton Place

Accident

We regret to learn that Mr. Bannerman, a popular conductor on the C.C. Railway was severely injured while superintending the coupling of cars at the Carleton Place junction on Wednesday last, We did not learn the extent of his injuries, but understand that one foot was badly damaged.

27/03/1874 *Almonte Gazette*

Canada Central

The Canada Central Railway

The railway continues to merit the encomiums we recently passed on it. No time is lost at the stations, but travelling is conducted with the utmost despatch. We learn it is proposed to change the gauge [sic] in the spring to one similar to that of the Grand Trunk Railway.

10/04/1874 *Almonte Gazette*

Canada Central

Row

On Monday morning a row occurred on a Canada Central car bound for Ottawa. A crowd of Frenchmen were on board, and had been drinking hard. They attacked two of the passengers named Arthur and Stephen, and beat them mercilessly, cutting them and bruising their faces and bodies. When the train arrived, Police Constables Graves and McLachlin arrested three of them, named Lachapelle, Bisson and Fortier, and took them to the police station. The others managed to escape but the ringleaders were the men arrested.

10/04/1874 *Almonte Gazette*

Canada Central

Almonte

A New Ferry

merchants and others who have to haul goods from the station are considering the question of having a scow built to ply across the railway pond opposite our office. There is every probability that the scheme would pay, as it is expected that carters will soon have to desist crossing, as there is a great danger of losing their horses. It is strange that the railway authorities allow this "slough of despond" to exist from year to year, and never make an effort to have it remedied, when a few car loads of gravel would do the business. If the company cannot afford to do anything else, they might at least instruct some of their employees to drain off the water.

20/04/1874 *Ottawa Free Press*

Canada Central

Pembroke

Account of meeting at Pembroke on 15th. More

01/05/1874 *Almonte Gazette*

Canada Central

Pembroke

Railway Meeting at Pembroke.

A large meeting was held in the town of Pembroke, on Wednesday evening last, to consider matters in connection with the extension of the Canada Central and Kingston and Pembroke railways to that town. Bonuses amounted to \$150,000 had been granted to the latter line, and now the Canada Central offer to extend their line to Pembroke during the present summer for the consideration of a liberal bonus.

Mr. W. m. Moffatt occupied the chair and in the course of his remarks said:- he did not suppose the people here had particular preference for one road over another. They would be satisfied with whatever road came first; the chief object was to secure railway communication as soon as possible.

Mr. Thomas Murray in his remarks said:-

"It had been said that the K. & P. R. R. and Canada's Central would likely amalgamate in the neighbourhood of Renfrew, and in such case the Kingston railroad would forfeit their claims to the bonus, and till [sic] the Canada Central Railway would push forward the extension of the road to Pembroke at an early date as possible, he was satisfied the people of the county would willingly transfer the bonus promised the K. & P. R. R. to the Canada Central that is if a mutual arrangement could be made with all parties interested. He recommended the meeting to appoint a deputation to make a thorough inquiry as to what had best be done in the premises."

A deputation was then appointed to confer with the respective companies.

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.

22/05/1874 *Almonte Gazette*

Canada Central

Off the Track

On Wednesday evening, the passenger train from Ottawa ran off the track at a siding between Ottawa and Bell's Corners, in consequence of the switch being left open, and did not arrive here (Almonte) until 7 a.m. Thursday, 12 hours behind time. This is the first delay of any consequence since the new management has had control of the road.

29/05/1874 *Almonte Gazette* *Canada Central* *Carleton Place*

An engine got off the track at Carleton Place on Wednesday and delayed the north express an hour or so.

05/06/1874 *Almonte Gazette* *Canada Central*

Killed on the Track.

A fatal accident occurred on the C.C. Railway, between this town and Packenham [sic], on Saturday night last. Mr. Duncan McGregor, of Almonte, was returning home late that night and walking on the railway track; when, it is supposed, he attempted to jump on a passing freight train, or lay down on the track, and was killed almost instantly. When found near Needham's, the body was lying between the rails; one side, one arm and the head having been shockingly injured. Dr. Burns of Packenham, being notified, a jury was empanelled, and a verdict was returned in accordance with the facts.

26/06/1874 *Almonte Gazette* *Canada Central* *Pembroke*

RAILWAY MEETING. - A meeting called by hand-bill, was held in the Town Hall Saturday evening, and the interest centred in every project that is likely to tend to the obtaining of railway communication between here and Renfrew, was fully illustrated by the attendance of our leading men. The subject of the debate was as to what amount the town would be willing to grant as a bonus for the building of the road, which was amply discussed, and a resolution of the effect that they were willing to grant a liberal bonus was unanimously carried. The Reeve (Peter White jr) was appointed to confer with the Hon. A.B. Foster, as to what amount would be acceptable to the Company to guarantee the building of the road by the end of 1875 - *Pembroke Standard*,

30/06/1874 *The Times, Ottawa* *Canada Central*

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.

28/08/1874 *Renfrew Mercury* *Canada Central* *Sand Point*

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.

04/09/1874 *Almonte Gazette* *Canada Central*

Article on the advantages of Canada Central extension to Pembroke

10/09/1874 *Ottawa Citizen* *Canada Central* *wood*

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.

11/09/1874 *Almonte Gazette* *Canada Central*

Canada Central Railway Co.

At a meeting of the Directors of the C.C. R.R. Company, held in Ottawa on the 29th August, the following officers for the ensuing year were appointed: H.L. Redhead, President Hon. A.B. Foster, Vice-President and Managing Director. A.B. Chaffee, Secretary & Treas. C.H. Redhead, Auditor.

05/11/1874 *Kingston Daily British Whi* *Canada Central*

Senator Foster of the Grand Central [sic] and Mr. Potter of the Grand Trunk, have gone to Pembroke, with the object of making arrangements for the immediate extension of the Canada Central to that point. We also learn that the gauge of the road and its branches will be changed, either this fall or next spring, to correspond with that of the Grand Trunk.

06/11/1874 *Almonte Gazette* *Canada Central* *Bells Corners*

Off the Track

Last Friday evening, a locomotive and three freight cars attached to a freight train on the Canada Central, ran off the track near Bell's Corners. The express was delayed about six or seven hours.

07/11/1874 *Ottawa Citizen* *Canada Central*

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 gauge [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*.

04/12/1874 *Almonte Gazette* *Canada Central* *Alexandria*

Off the Track

Last Friday night, the express train ran off the track near the switch, at this place, causing considerable damage to the engine. The engine, passenger cars and van were displaced. It was two or three o'clock on Saturday morning before everything was righted and the train able to proceed on its way to Renfrew,

25/01/1875 *Kingston Daily British Whi* *Canada Central*

Bonus to the Canada Central - Extension to Pembroke

British Whig, 25 Feb 1875, p2 c1

<http://vitacollections.ca/digital-kingston/2795810/page/2>

12/02/1875 *Ottawa Free Press* *Canada Central* *Ottawa*

No Trains. Up to two o'clock this afternoon, no train had reached Ottawa either by the St.L.&O., or Canada Central Railway. The latter's train was delayed by the Grand Trunk.

14/02/1875 *Ottawa Free Press* *Canada Central* *Pembroke*

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.

15/02/1875 The Times, Ottawa Canada Central Gauge change

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.

15/02/1875 Ottawa Citizen Canada Central Pembroke

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.

01/03/1875 Kingston Daily British Whi Canada Central

Railway Agitation

British Whig, 1 Mar 1875, p3 c4

<http://vitacollections.ca/digital-kingston/2795813/page/3>

02/03/1875 Ottawa Citizen Canada Central 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.

03/03/1875 Kingston British Whig Canada Central Pembroke

City and Vicinity

Going Abroad

The town council at Pembroke unanimously passed a by-law, granting a bonus of \$75,000 to the Canada Central Railway Company, for completion of the line to Pembroke. The By-law will be submitted to the ratepayers on the 16th inst., and will doubtless be passed. Let this action not be without its warning to the directors of the K & P RR.

05/03/1875 Almonte Gazette Canada Central

B. & O. C.C. Railways

The Courier very truthfully says: It is to the credit of the managers of the Brockville & Ottawa and the Canada Central Railways that during the prevalence of the late tremendous snowstorms that blocked up, in some cases for a week, nearly all the railways in the country, neither of these railways lost a day in running. It is true that at the height of the snow blockade, a train or two was delayed for a few hours, but no time was lost in getting the track clear and open throughout for traffic again, though the storm was about as bad in this section as most other places in the country. The discomfort to passengers, and the inconvenience of those shipping or receiving freight was consequently in this part of the province reduced to a minimum.

The Railway

While reports are coming in from all parts of Canada that railway communication is at a standstill owing to the recent heavy snow storms, it is satisfactory to find that the B. & O. R.R. and Canada Central trains are always on time. The guage [sic] is to be changed to that of the Grand Trunk early this spring.

23/03/1875 Ottawa Citizen Canada Central

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.

30/03/1875 Ottawa Citizen Canada Central Pembroke

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.

31/03/1875 Kingston British Whig Canada Central

City and Vicinity

British Whig, 31 Mar 1875, p3 c3

<http://vitacollections.ca/digital-kingston/2795838/page/3>

Passed

The by-law to grant \$75,000 from the town of Pembroke to the Canada Central Railway was carried yesterday with one voice.

01/04/1875 Kingston British Whig Canada Central

The Pacific Road

The engineers who proceeded last week to Portage du Fort to ascertain the practicability of the Northern Colonization Railway crossing at that point to effect a junction with the proposed Pacific Railway extension, returned to the city on Saturday evening. It is stated that they find the scheme an impracticable one, and that it will be next to impossible to overcome the engineering difficulties that exist. It is thought, therefore, that the road will have to cross at the Chaudiere, and effect a junction with the Canada Central in the neighborhood of this city.

07/04/1875 Kingston Daily British Whi Canada Central

To-Day's Gleanings

The Ottawa City Council did not vote a bonus to the Canada Central Railway extension to Pembroke.

09/04/1875 Almonte Gazette Canada Central

The Canada Central

The trains on the Canada Central R.R. have kept excellent time throughout the entire winter and too much credit cannot be bestowed upon the management for the great endeavours which they have made to accommodate the public. For the last week past, all the trains have been sharp on time.

10/04/1875 Kingston Daily British Whi Canada Central

Ottawa

To-day's Gleanings

Ottawa, April 10.- The engineers who were sent up to examine the Ottawa River, at Portage du Fort, as to the practicability of building a bridge at that point, to make a connection between the Northern Colonization and the Canada Central Extension Railways, have reported. Messrs. Bell and Hazlewood report that a bridge can be built at that point at no great cost, Mr. Starks, representing the Northern Colonization, dissenting.

Mr. Harris, Engineer of the Canada Central extension, left yesterday for Renfrew, in company with the Secretary of road, to make preliminary preparations for prosecuting the extension of the line.

20/04/1875 *Ottawa Citizen* *Canada Central*

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.

26/04/1875 *Ottawa Citizen* *Canada Central*

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

27/04/1875 *Kingston Daily British Whi* *Canada Central*

Canadian and General

The Canada Central and Brockville & Ottawa Railways change the guage [sic] of their lines from broad to narrow this Summer.

28/04/1875 *The Times, Ottawa* *Canada Central*

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.

28/04/1875 *Kingston Daily British Whi* *Canada Central*

Last Night's News

Ottawa

The proposed by-law for the granting of \$100,000 to the Canada Central Railway the Ottawa City Council is conditional on that line being extended from Renfrew to Arnprior before 1876, and on the Company giving security for the construction of the line from Arnprior to Bell's Corners within five years.

Ottawa, April 28. - 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 that it will soon be completed, when the work of grading will be at once begun.

01/05/1875 *Ottawa Citizen* *Canada Central*

Details of Canada Central surveying party.

21/05/1875 *Ottawa Free Press* *Canada Central* *Skead's mills*

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.

25/05/1875 *Ottawa Free Press* *Canada Central* *Bells Corners*

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.

28/05/1875 *Almonte Gazette* *Canada Central* *Almonte*

Burglary

On Sunday night last, the office of the C. C. R. was broken into and a cash drawer extracted, which contained nothing beyond a few papers of little value. An entrance was effected by forcing open the door of the freight shed, which is connected with the ticket office, and then prying the door of the office. The drawer was found next morning a short distance from the station. No clue as to who are the perpetrators of the act has been yet discovered.

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.

23/07/1875 *Almonte Gazette* *Canada Central*

Obstruction

Two gentlemen, while proceeding along the railway track, on Saturday evening last, about half way between Almonte and Carleton Place, came across a log lying across the rails, evidently placed in that position by some malicious paerson or persons with the intention of throwing the cars off the track. They removed the obstruction.

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 f 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.

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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Right of Way

Mr. A.W. Bell, official assignee, Carleton Place, has been appointed by the Canada Central Railway Co., to make arrangements for securing the right of way from Renfrew to Pembroke. Renfrew will be apt to go in weeds over the extension of the railway.

Scounderrllam [sic]

Some evil disposed person placed a "tie" across the R.R. track on Tuesday last at the station here. A gentleman observing it, called th attention of a railway official to the fact,when it was removed.

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.

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.

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.

Awards of contacts 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.

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.

A shortened version of the above was in the Kingston british Whig of 1 September 1875.

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 respectably 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 adjourn 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 hogshead 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.

03/09/1875 *Almonte Gazette*

Canada Central

Pembroke

C.C. Extension.

The contracts for the extension of the C. C. R. from Renfrew to Pembroke have been awarded to the following parties.

Full details given.

The Extension.

The work of the extension proceeds slowly but surely. The conditions of the former bonus bylaw not having been complied with, and it therefore being void, the Hon. A. B. Foster came up here on Friday last for the purpose of having the bonus re guaranteed. As it would occasion considerable delay to have the matter gone through in the usual bylaw form, Mr. Foster agreed in the meantime to accept a bond, subscribed by several leading gentlemen of this town, guaranteeing the bonus. This was accordingly done and the town council, at a meeting on Monday evening, took the necessary steps towards bringing the new bylaw before the electors, who by passing it will relieve the gentleman who signed the bond from the personal responsibility.

Mr. Foster, on being questioned, refused to state which route would be chosen; but it is now pretty generally acknowledged that the one coming in at the eastern side of the town has the preference. This is rendered more probable by the fact that it is generally rumoured the line of extension will go by way of Cobden, the engineers having found a very favorable and direct route past that place. In fact it is said that the distance between Renfrew and Pembroke via Compton is only twenty-nine and one half miles-a difference of between four and five miles in favour of this over the other project lines.

The engineers were expected to get through the survey yesterday, after which the route chosen would be announced. Contracts have already been given out, Mr. Thos. Murray, we believe, having taken one to supply 30,000 ties. Grading contracts will be awarded in a few days. The new bylaw brought in by the town council extends the time for finishing the road till 1st July, 1876, but Mr. Foster still adheres to his promise of having light trains running by New Year.- Pembroke Observer.

09/09/1875 *Kingston Daily British Whi* Canada Central

OUR RAILWAYS, - work will be pushed on at the Pembroke end of the Central Railway directly after the working specifications are finished. Mr. Thos. Murray is preparing for his contracts by getting all in readiness for a commencement. Implements, &c., are being scattered over the different sections of the road. The location will be completed in a day or two.

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.

10/09/1875 *Almonte Gazette*

Canada Central

Alexandria

Killed by The Cars.

Thursday evening, 2nd inst., "Bob" Hayes, of this place, while standing on the railway bridge was run over by the cars. His legs were horribly crushed and almost severed from his body. His sufferings, until death released him of all pain, an hour afterwards, were excruciating and agonizing to behold. His was a sad end. No more will his kind beaming eyes light up with affectionate recognition as formerly when met by his friends. His familiar countenance will be missed with regret by those who had the honour of his acquaintance, and who will ever hold the remembrance of his name with tenderness in the innermost recesses of their affections, and heave a sigh of regret when thoughts of the departed one arises in their memory. Like poor Guibord of Montreal fame, Bob was not interred in consecrated ground, the reason of which, in this instance, may be accounted for by the fact that Bob was a dog.

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.

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).

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.

Account of railway meeting on location in Renfrew.

Resolved - That the Hon. A.B. Goster, 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.

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.

The Railroad.

Two sections of the road 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. Nielsen 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. But it is to be hoped that Mr. Foster will be met in a friendly and a liberal manner, and that no barrier to the speedy completion of the road will be thrown in the way by our good friends at Renfrew. They have heretofore been liberal and disinterested in their conduct and contribution; let them pursue a like course at this time, and then they will soon be able to join with the Pembroke people in celebrating the connection by rail of the two most important villages of the country. - Pembroke Observer.

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.

At the meeting of the Canada Central Railway shareholders the following gentlemen were appointed directors for the ensuing year: H.S. Foster, J. Smith, Hon. Jas. Skead, J. Ashworth, H.V. Noel, E. McGillivray, W. Moffatt. New appointments. J. O Hallaron, N. Pettes, H.L. Redhead, President. Nothing further was done, the old officers being retained in their present positions. It was casually mentioned at the board, that the people of Pembroke had extended the time of their subsidy for the completion of the road to the 1st of July next, but Mr. Foster considered that the road would be completed to Pembroke in January next if nothing unusual occurred to prevent it.

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.--

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

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.

Railway Items

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 yet to be done before the bridges will be ready for the cars and the engine to cross. In this village, the difficulties in the way of a 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' store nearly opposite the Exchange Hotel in which instance, resort, it is probable, will be to arbitration - the sum offered and that demanded, for ompensation, are represented by widely different figures - Renfrew Mercury.

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 townfolk 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.

04/11/1875 Kingston Daily British Whi Canada Central

OUR ROAD'S BIG RIVAL.

The Canada Central extension.

The contractors for the extension of the Canada Central Railway, from Renfrew to Pembroke, are making a big push to get the road finished before the 1st of January, and they have been coming down handsomely with the work lately. From Renfrew west five miles of the road have been graded, and that section is ready for the rails; west of that there is another section of five miles, the grading of which is nearly finished, and it is expected the rails will be laid over it in ten days. At the Pembroke end Mr. Murray's five mile section is ready for the rails, all except the bridging of Muskrat River. There are sufficient rails on the ground at Renfrew to lay some fifteen or eighteen miles of road (supposed by some to be a part of the Premier's \$2,650,000 purchase), with ties and other material. Stone for the culverts and bridgework is being drawn all the way from Pakenham. The work on the road furnishes employment for a large number of men, and keeps money in circulation, so that business is not dull. If no unusually heavy snow storms occur between now and January it is expected that the whole track from Renfrew to Pembroke will be laid against New Year's, but it is not likely that it will be ballasted until next season.

05/11/1875 Almonte Gazette Canada Central Renfrew

Right of Way

As some of the owners of land, through which the railroad passes, are obstructing the work by refusing to give the right of way except at exorbitant figures, we think it well they should know that they are acting foolishly in pursuing this line of conduct. At Renfrew the other day an owner of land refused to accept the company's offer, when the necessary legal steps were taken, and arbitrators appointed to assess the damages. The result was that the owner received some \$200 less than he was offered by the company and was mulcted in about \$100 costs. Owners would consult their own interests were they to dispose of the land at reasonable figures or else submit to an amicable award. -*Pembroke standard*

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.

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.

19/11/1875 *Almonte Gazette*

Canada Central

Renfrew

R. Extension.

The Renfrew Mercury says: Mr. Inglis' store is in 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 left 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 side of the Bonnechere. The latter have crossed Main Street to the bridge over Smith's creek, and we'll probably have finished the track as far as the bridge over the Bonnechere by the end of the week.

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 *Kingston Daily British Whi*

Canada Central

Musk Rat River

The bridge over the Muskrat River on the Canada Central extension will be completed on Tuesday.

26/11/1875 *Almonte Gazette*

Canada Central

The Railway Extension

The Renfrew Mercury gives gratifying intelligence of the progress of the work on the extension of the C. C.: on Friday, the 12th inst., the first engine with some half-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 its 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, is a very substantial looking structure, and from its size, something superior to anything else of the kind in this section of the province. It is 246 feet long, and 23 ft 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, 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 strong braces and transverse wales. The flooring ties are 5 by 8 inches, and are placed 8 inches apart. A guarding rail, of 6 by 8 inches, on each side, wood, in the event of a train getting off the track, prevent it from going over the bridge, as these guards are so placed, that when one wheel struck the outer rail the other wheel would strike the guardrail. 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 rail 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.

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.

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. And the Almonte Gazette 31 December 1875.

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.

07/01/1876 *Almonte Gazette*

Canada Central

Douglas

Frightful Accident

On the 22nd inst. A gentleman named Hernstein, while working on Gordon's section of the C.C.R. near Douglas, was injured by the premature explosion of a blast. It seems the blast exploded while the unfortunate man was tamping, hurling him some distance, shattering one of his arms frightfully, injuring his head badly and totally destroying the sight of one eye. The sufferer was conveyed to Arnprior, after having his wounds dressed, where his home is, and now lies in a precarious state, but faint hopes being entertained, by the attending physicians of his long suffering from his mishap.

14/01/1876 *Almonte Gazette*

Canada Central

Railroad Matters

The railroad extension is going on steadily, notwithstanding the extremely severe change in the weather. The Snake River bridge, we learn, is completed, and the contractors, Messrs. McFarlane and McCrea, have commenced pile driving for the bridge across the Muskrat. The rails are laid to within about two miles of Cobden, and the locomotive is actually snorting up to that point. We are pleased to learn that Mr. Thomas R. Murray, having completed his contract, has just entered into another one with Mr. Foster to complete the fencing of the whole line through to Renfrew, which is said to amount to about \$25,000. We are also much gratified to be able to announce, as reference to our advertising columns will show, that the Hon. Mr. Foster is now prepared to receive up to the last of February for the construction of the extension of the main line, profile of about eighty miles being now to be seen at the Engineer's office in Renfrew. We may infer from these announcements that there will be ample employment for a large number of men in this vicinity during the coming season, and that we may kope that the hard times will soon disappear. - Pembroke Observer.

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.

26/01/1876 *Ottawa Citizen*

Canada Central

Ottawa

Fatal Accident.

A man was killed on the Canada Central R.R. track, about half a mile from the station this afternoon. It seems he was walking on the track, and was not seen until too late by the engineer of the mid day express train, which ran over him killing him instantly. When the train arrived at the station Coroner Lynn was sent for and took charge of the body. It was afterwards ascertained that the unfortunate man's name was William Johnston, a laborer, employed at Mechanicsville quarries, about a mile from the depot. He is thirty-five years of age, and has no friends in this district. He is an unmarried man, and a native of St. John, N. B. The engineer states that Johnston slipped out from behind a rock about thirty yards in advance of the train. As soon as he saw him he whistled "down brakes," but the train could not be stopped in time. The inquest will be held at 4 o'clock.

ACCIDENT ON THE CANADA CENTRAL.

The result of the Inquest,

A Verdict of "Accidental Death" - The Railway Employes Exonerated from any Blame

Yesterday afternoon, after the horrible accident at the Canada Central Railway, Coroner Lynn summoned a jury and held an inquest on the remains of the unfortunate man, Johnston, it was composed as follows : H. W. Alexander, foreman, and Messrs. W. O'Neil, James Wilson, Joseph Boucher, Michael Reilly, Hugh McCoy, Thomas Plunkett, S. Leclaire, George Philion, Silas Carpenter, David Johnston, Allred Davis, Wm. Barrett.

The first witness called was

A. CHAPMAN,

conductor of No. 2 Express. He testified as follows: When we were about a mile and a half from Ottawa I heard the signal for brakes. I looked out on both sides of the train, but saw nothing. By that time the train stopped and I ran around to the front of the engine and saw a man lying on the foot plate of the engine. He was dead. The signals of danger were given eight or ten times. The crossing signals which were given about two minutes before could be distinctly heard at the station. The driver even gave the signal for the station before the accident. The danger signal followed almost immediately after it. The man I saw on the plate is the man now in the freight shed. I was not acquainted with the deceased. He was lying on his back with his head over the buffer beam.

H. GLENDENNING

testified : I am an engineer on the Canada Central and Brockville and Ottawa R.R. On coming in with the train about half a mile from Ottawa, I saw a man on the track between 30 or 40 yds. in advance of the train. We were travelling at the rate of about 15 or 18 miles an hour. I sounded the danger signal several times ; saw that the man paid no attention, and I then reversed the engine and called brakes. That's all that could possibly be done on such an occasion. The engine struck the deceased and threw him on to the front of the engine. The engine was then stopped, and I put the baggage man on front to take charge of the body until we arrived at the station. I do not know the man. I feel certain he heard the whistle. He never paid any attention to it. He made no effort to get out of the way. The danger signal was heard at the station and several persons came up to meet us. When the man was struck it was down grade, and I was using no steam at the time. Deceased was carried about 300 yards after being struck before the train stopped. I didn't see deceased coming on to the track. He never moved after being struck. I don't think he was drunk. He did not stagger any. He had plenty of time to leave the track after I sounded the danger signal.

JAMES JOHNSTON,

fireman of No. 2 Express, said : I was on the engine as fireman when the accident occurred, about 22 minutes after one o'clock. I saw deceased on the track. He was between 30 and 40 yards in advance of the train. As soon as I saw him, I called to the engineer and he gave the usual danger signal. I also pulled the bell, and put on the tender brake. He had lots of time to step off the track. He never turned his head around when the whistle was sounded. The train was on the down grade travelling at the rate of between 15 and 20 miles an hour. Everything was done that possibly could be to save the man's life. The train was about a mile from the city when the accident occurred. The deceased did not stagger any. I am under the impression that the man was deaf. Generally, when people are on the track, they will turn around when the whistle sounds. I have seen persons as near the train before and escape.

WILLIAM DIXON,

brakesman No. 2 Express, said : When I first heard the whistle we were about half a mile from Ottawa. Immediately after the danger whistle sounded the engineer whistled, calling for brakes. I put them on as soon as I possibly could. I heard the station whistle before that, and also the one, at the crossing. They could be heard distinctly for miles. I was standing at the brakes at the time the danger signal was given, and the brakes could not have been put on quicker

DR. HENDERSON

said: - I made an examination of the body of the deceased Johnston. On the anterior surface of the body no marks of violence of any importance were found. On viewing the posterior parts of the body I noticed, first, marks of a bruise on both legs just above the knee. The bones, however, were uninjured. I found the back broken at about the middle of the dorsal region, and at that point several ribs were detached from the spine. There was also a fracture of the bones of the neck, and a very extensive depressed fracture of the back of the skull, extending to the base. He was bleeding from mouth, nose and ears. There were also injuries of a more superficial character found in the neighborhood of the shoulder joint. Death must have been instantaneous.

RICHARD FOSTER

said: I carry on quarry work. I have known the deceased for a week. He boarded with me. I saw him this morning at breakfast. He appeared to be in good health and spirits. I do not believe he was deaf. I understood him to be very sharp at hearing. I never heard him mention that he was in trouble. He told me he was a single man. He spoke as if he came from New Brunswick. I never saw the least sign of liquor about him. I heard, however, that he did take an occasional spree. He was employed at the quarry, but was not working yesterday. I don't think he was discharged.

ALBERT WALFORD

said: I am a contractor at the quarries. I have known the deceased since last August. He was a single man. I believe he came from St. Johns, New Brunswick. He was not a steady man. When employed on the waterworks he would generally miss a day after pay day. I have seen him myself under the influence of liquor. I did not see him to-day until after the accident. He worked a quarter of a day yesterday morning. He had to knock off because there was no derrick. I saw him yesterday, and he was then sober. I often noticed that he was absent-minded. The track between the depot and Mechanicsville is used as a thoroughfare by many. Deceased was out of employment from the 3rd until the 19th of January. He asked me for God's sake to give him something to do, as he had no place to stay.

MR. EATON,

agent of the Canada Central Company, said : - Persons at the station can distinctly hear the whistle at the crossing. Our track between Ottawa and Skead's mills is used daily by pedestrians, much to our annoyance. Both sides of the track are fenced, and persons have no right on the track whatever, and are considered trespassers.

ANDREW MALONEY

said he had talked with the deceased. He never saw him drunk, he "chummed" with him for a month at a time. When the witness spoke to the deceased last Thursday he appeared to be melancholy.

THE VERDICT,

This concluded the evidence, and the jury returned a verdict of "accidental death," and exonerated the railway officials from any blame whatever. The deceased had \$1.25 wages coming to him, which his employer handed over to the coroner. Nothing was found on his person.

Also reported in Free Press January 26 and 27 and the Times of Ottawa January 27

Horrible Railroad Accident

A horrible accident occurred last Wednesday on the C.C. Railway near the Ottawa station. As the noon express was nearing the depot, a man named Wm. Johnston, was observed to step on the track and walk forward in front of the engine. The train was about thirty yards distant, and although the driver blew the whistle several times, and finally for down breaks, the man took no notice. The pilot struck him on the head, tossing him up on the engine where the corpse remained until the coroner arrived. An inquest was held in accordance with these facts.

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 Jamieson'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.

31/01/1876 *Kingston Daily British Whi* *Canada Central*

Mr. T. Murray has obtained the contract for fencing the whole of the Pembroke extension for the sum of \$25,000. Hon. 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. The track on the Pembroke extension of the Canada Central Railway is now laid as far northward as Cobden, and the first passenger train passed over the new track last week.

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.

01/03/1876 *Kingston Daily British Whi* *Canada Central*

The work on the Canada Central extension is progressing rapidly. It is rumored that the Graham Bridge will be completed early next week.

07/03/1876 *Kingston Daily British Whi* *Canada Central*

The Canada Central extension is now completed to Graham's bridge, and freight was carried up that far last week. Mr. John Stewart, contractor for the gates of the canal, came up that far on the train on Tuesday morning and drove from there into town, a distance of about nine miles, accomplishing the whole journey in three hours. We believe Mr. Foster has asked for the balance of the \$75,000 remaining in the hands of the trustees, but we do not think they will consider it advisable to give it to him. He was paid \$50,000 some time ago. - Free Press

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.

17/03/1876 *Almonte Gazette* *Canada Central* *Carleton Place*

The C. P. J. Restaurant.

The restaurant in the railway depot at the Carleton Place junction, which was opened some months ago, has already proved to be a great convenience, and is receiving from the travelling public that liberal share of patronage to which its management is in every way entitled. As the several trains approach the junction the apple-boys supply each passenger with a small slip of printed paper, reminding him of the restaurant, and assuring him that "conductors will call out at the refreshment room before the departure of their respective trains, so that passengers need have no fear of trains going without them." The proprietor, Mr. C. Burgess, does not "bleed" the poor helpless traveller so profusely as do the most of railway restaurant proprietors through the country, and instead of taking fifty or twenty-five cents for what you are able to bolt in ten or fifteen of the shortest minutes you can imagine, simply charges for what you order. By this very reasonable arrangement one can procure a good lunch for twenty-five or thirty cents. This is the European system of conducting both eating-houses and hotels, and while it is a much better arrangement for the moderate consumer of victuals than it is for the gourmand, it is justice to all.

24/03/1876 *Kingston Daily British Whi* *Canada Central*

The rock cutting on the C.C. Extension will be completed next week.

10/04/1876 *Kingston Daily British Whi* *Canada Central*

Railway to Pembroke

The Pembroke papers say that freight trains will be running into that town about the 15th instant, and passenger coaches early in May. Would it were the K. & P. rails that were piloting them in.

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.

02/05/1876 Kemptville Advance Canada Central

It is expected that the Canada Central Railway extension will be completed and trains running through to Pembroke by the 24th inst.

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.

15/05/1876 Kingston Daily British Whi Canada Central

Track laying on the Canada Central Extension is to commence to-day. The trains may be running into Pembroke by the 24th, as there is only some five miles of iron to lay down. It was mean of the C.C. not to wait and let the K. & P. R. run in its trains in for the first time along with it.

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.

17/06/1876 Kingston Daily British Whi Canada Central

The Canada Central Railway is now open to within three miles of the town of Pembroke. Mr. Foster says he will have the balance of the line completed by the first of July.

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.

23/06/1876 Almonte Gazette Canada Central

THE RAILWAY MONEY.- much dissatisfaction is felt among the employees on the Canada Central Extension, at the failure of the directors to pay the amounts due to them for work, and it was rumoured, early in the week, that a number of them had seized the rails now lying at Renfrew, for their wages. The Government Inspector has been over the completed part of the line, and his report being favorable it is expected that the government grant, amounting to \$2,600 per mile, will at once be paid, when doubtless the workmen will receive their own. Many of the men, unable to get away, have been obliged to stay on at much expense awaiting their pay. Mr. Foster is now on his way back from England, and it is expected that on his arrival all claims will be settled.

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.

30/06/1876 Almonte Gazette Canada Central

THE RAILROAD- work on the railroad is now progressing very rapidly. The rails have been laid to Jones' Hill, a point about two and a half miles from Pembroke, and although not ballasted so far, the road is of a sufficiently firm nature to admit of the engine running on it. It is expected that by tomorrow evening the rails will be laid into lower town. This point, it is thought, will be the terminus for some little time, owing to a portion of the track being washed away, and to the scarcity of iron. Ballasting, too on the portion already laid is proceeding rapidly. No passenger cars have as yet been placed on the extension, but several box cars have been fitted up with seats, and are not uncomfortable.

03/07/1876 Kingston Daily British Whi Canada Central

THE RAILWAY MONEY - much dissatisfaction is felt among the employees on the Canada Central Extension at the failure of the directors to pay the amounts due to them for work, and it was rumored that a number of them had seized the rails now lying at Renfrew for their wages. The Government Inspector has been over the completed part of the line, and his report being favorable it is expected that the government grant, amounting to \$2,600 per mile, will at once be paid when doubtless the workman will receive their own.

07/07/1876 Almonte Gazette Canada Central Pembroke

RAILROAD - The dawn of prosperity seems near if it is to come by rail. The extension of the Canada Central, long looked for, has at last reached town. Passengers are now conveyed as far as Lower Town, and the date can not be far off when we shall have a station and the road in good running order. (Pembroke Observer)

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.

29/07/1876 Kingston Daily British Whi Canada Central

The Canada Central is now completed to "Lower Town," Pembroke, and trains are running regularly to that point. It will not be long before the road reaches Pembroke proper

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

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).

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.--

01/09/1876 Almonte Gazette Canada Central Pembroke

Pembroke News

Hon. A.B. Foster arrived in town by special train last night. It is probable that immediate arrangements will now be made for the formal opening of the Canada Central railway extension.

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 it connection between Pembroke and Ottawa can be made in five hours and twenty minutes.

03/10/1876 Kingston Daily British Whi Canada Central

The Pembroke Extension, Canada Central Railway, will be opened October 18.

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

C. Central

The extension of the Canada Central from Renfrew to Pembroke will be formally opened on the 12th Oct, when excursion trains will be run from Ottawa to Pembroke

Special Notice

Return tickets at one fare will be issued at all stations on the B. & O. and C.C. Railroads to parties attending the great auction sale of the Supple Estate, Pembroke, Oct. 12. Tickets good for three days.

This notice also in the Ottawa Citizen 2 Oct 1876

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.

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.

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.

Hon. A.B. Foster, Managing Director of the Canada Central and Brockville & Ottawa Railways, has severed his connection with those institutions. Mr. Abbott, former Managing Director of the road, will succeed him.

It is denied that Mr. A.B. Foster has severed his connection with the Canada Central and Brockville and Ottawa.

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.

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.

KILLED ON THE TRACK - A Frenchman named Nido, who has been living for the past year or so in that old log house opposite Jones's Locks, was instantly killed on the railway track on the morning of the 28th inst. He was walking on the track, going northward, when the train came along behind him, and he being old and partially deaf did not hear the whistling of the engine. Every effort was made by the engineer to stop in time, whistling down brakes, and also reversing the engine, but to no purpose. Nido was knocked down, and the wheels passed over his head, mashing it almost into jelly. Dr. Anderson, Coroner, was notified and a jury empanelled, for an inquest. After full investigation it was found to be one of those accidents for which no one was directly to blame. The following is the verdict:

"The jury upon oath find that the deceased John Nido, came to his death by accident, in consequence of a special train of the B. & O. R. R. running over him on the morning of the 28th of Nov., and further the jury are satisfied no blame can be attached to the employees of the said company." H. LANDON, Foreman.

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.

15/03/1877 *Kingston Daily British Whi* *Canada Central*

THE RAILWAYS. - the Brockville and Ottawa Railway and the Canada Central railway, twin enterprises, are not members of the happy family of old. This will be a surprise to a public which has looked upon these roads as one in fact. They are two, not only in properties and jurisdiction, but in ideas of running and advantages. The two companies run the trains upon their own sections only, and when the officials of one road pass off their own lines they give place to the officers of the other line and travel thro' as passengers. The public interests, however, are not disturbed by their misunderstanding, for these have always been most scrupulously guarded by those two popular and efficient heads, Messrs. Abbott and McKinnon, but it is hoped that unity may soon again be restored. The project of a purchase of either road by the other has, of course, been mooted, but the question is, which is the dog and which the tail - which, in fact should do the wagging? The dog would object strongly against being wagged by the tail.

15/03/1877 *Ottawa Citizen**Canada Central**Carleton Place*

NEW MACHINE SHOP. - we are informed that owing to the existing unfriendly terms between the Brockville & Ottawa and the Central Railway company, the latter company find themselves constrained to open machine shops somewhere along that lines. It is said they are at present negotiating for the purchase of mr. McArthur's machine works at Carleton Place Junction.

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.--

23/03/1877 *Perth Courier**Canada Central**Carleton Place*

NEW MACHINE SHOPS. - it is said that owing to the existing unfriendly relations between the Brockville & Ottawa and Canada Central railway companies, the latter company find themselves constrained to open machine shops somewhere along their lines. It is said they are at present negotiating for the purchase of some of Mr. MacArthur's property for that purpose at Carleton Place junction.

04/04/1877 *Kingston Daily British Whi* *Canada Central*

A New Engine

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.- Carleton Place Central Canadian

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.

04/05/1877 *Perth Courier**Canada Central**Renfrew*

RENFREW (From the Mercury)

On Monday morning, on the arrival of the C. C. 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. 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 at 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.

04/06/1877 Ottawa Citizen Canada Central

BROCKVILLE

SPECIAL TO THE CITIZEN\Death of Mrs. Redhead

Brockville, 4th. - H.L. Redhead, President of the Canada Central Railway, and late President of the Brockville and Ottawa died this morning.

13/07/1877 Perth Courier Canada Central Carleton Place

RAILWAY SEIZURE

On Saturday morning last, on the arrival of the Canada Central train at Carleton Place, Mr. W. H. Grant, Deputy-Sheriff, quietly stepped aboard and made a seizure of the train at the suit of the Brockville & Ottawa Railway Company. The amount of the execution involved was about \$2,000. The railway officials speedily furnished ample sureties for the property under seizure, and after a quarter of an hour's delay the train proceeded on its way.

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 Shead 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.

01/11/1877 Kingston Daily British Whi Canada Central

Montreal - Demise of Hon. A.B. Foster

The sudden death this morning of Hon. Asa B. Foster has created a sensation here. He arrived in the city last evening, and after supper at the Ottawa Hotel he complained of severe pain in the region of the chest. Dr. Smith prescribed a slight stimulant. Several gentlemen sat up with him till after midnight, when all withdrew except Mr. Foster and his son, Asa B. Foster, who remained with his father all night, as deceased intended starting for Brockville early this morning. He got up at 3 a.m. and was in the act of dressing when his son heard some strange sounds proceeding from his throat. Rushing to his parent's assistance he was horrified to find him absolutely dead. He did not speak a word and seemed to have passed away without pain. His death was from heart disease.

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.

10/12/1877 Kingston Daily British Whi Canada Central

The sudden death of the late Senator Foster threw the affairs of the Canada Central road, of which he was president, into considerable confusion. It was feared that the accumulating embarrassments of the concern would result disastrously. The crisis has been tided over, however, a settlement having been arrived at and the road transferred to the Brockville and Ottawa Railway.

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.

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.--

21/12/1877 Renfrew Mercury Canada Central

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

21/12/1877 Perth Courier Canada Central

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.

25/01/1878 *Almonte Gazette* *Canada Central*

NARROW ESCAPE - An old man and his wife, (from the neighborhood of Otter Lake) were crossing the railway track at the 9th line, in a cutter on last Wednesday evening, when the south express came along, and struck the horse, killing it instantly. The cutter was smashed and its occupants considerably scratched, but not seriously injured. If the old gentleman had put more water in his whiskey the accident might not have happened.

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.

09/03/1878 *Kingston Daily British Whi* *Canada Central*

The opening of the Canada Central Railway to Pembroke has diverted so much of the travel formerly done on the Union Forwarding Co.'s steamers that they have decided not to run a passenger boat the ensuing season.

26/04/1878 *Almonte Gazette* *Canada Central*

CANADA CENTAL EXTENSION - The Brockville Recorder of the 17th inst., contains the following :- It is with great pleasure we chronicle the fact that the construct for the extension of th Canada Central Railway from Pembroke to the southern end of Lake Nipissing has been signed by Messrs. Worthington & Co., of Montreal. In a few years Brockville will be the eastern terminus in Ontario of the Canada Pacific Railway, and it is not improbable that at no distant day the St. Lawrence at this point may be spanned by a tubular bridge, thus giving an outlet to the products of the vast North west and admitting them into the markets of the United States. The progress of the last fifty years is but an omen of the future, and furnishes the best of evidence of the capabilities of Canada for developing into a great nation."

03/05/1878 *Almonte Gazette* *Canada Central*

RAILWAY CHANGES - Brockville, April 25 - Rumors have circulated of late in reference to a change in the management of the Brockville and Ottawa and C.C. Railways. Enquiry has resulted in the information that in consequence of the resignation of Mr. H. Abbott, who is about to take the management of a railway in the Lower Provinces, the staff has been reorganized and is now composed of the following gentlemen: John G. Richardson, President and General Manager; Archer Baker, Assistant manager and Secretary; Carl Mather, Treasurer.

10/05/1878 *Almonte Gazette* *Canada Central* *Almonte*

DELAYED - A slight break in the engine, delayed the Tuesday noon express half a mile south of this station forover an hour.

The Canada Central.

The order in council relative to the Westward extension - the terms and manner in which the road is to be aided.

Ottawa, April 25. - the order in council laid before the house in reference to the extension of the Canada Central Railway westward to Lake Nipissing recites the steps taken formerly in connection with Mr. A. B. Foster and their failure, and then proceed to say:

"The Committee of Council, after fully considering the fact as already summarized, recommend

"First - that to the proposition of the Canada Central Railway company to extend the line to such point as may be selected by the Government as the terminus of the Canada Pacific Railway at or near the crossing of the Nipissing road, at the southeast corner of Lake Nipissing, for the sum of \$1,140,000, should be accepted upon does the condition as to the grades recommended by the chief engineer, and that the total payment to be made shall not under any circumstances exceed the sum of \$12,000 per mile.

"Second - that the company shall within three months of the ratification of this order in Council by the House of Commons satisfied the Minister of Public Works that they have entered on a bona fide a contract or contracts for the building of the Railway, and have provided sufficient means with the Government bonus to secure the completion of the line, and also that the company shall from the date of such contracts make continuously such progress as will justify the hope of completion within the time mentioned.

"Third - that the company shall enter into an agreement to grant running powers on terms to be approved by the Governor in Council to the Montreal, Ottawa and Western Railway, now in process of construction, from Montreal on the northern side of the Ottawa River, or any railway an extension thereof from any point or intersection west of the town of Renfrew, that may be approved of by the Governor and Council, also to the Kingston & Pembroke Railway company from the intersection of their line; provided that such point of intersection is east or west of Renfrew; or to such other companies as may have the terminus of their systems on or towards Lake Huron, and which may be designated by the Governor in Council as entitled to such running powers; any of the said companies may be mutually agreed upon by the Canada Central Railway company and the Quebec government and the other companies named, and in the event of a disagreement the conditions to be settled by arbitration, one arbitrator to be selected by each party, and one by the Governor in Council. The government of Canada and the lessees or future owners of the government road westward of the western terminus of the subsidised line shall possess running powers in the said railway on similar terms to the Company's designated.

"Fourth- That payments to be made to the extent of 80 per cent. of the said bonus of \$12,000 per mile on the completion of every ten miles. One half of such payments may be advanced when work equal to five miles is completed on any one section, on the certificate of the Chief Engineer that satisfactory progress is being made, and payment to the extent of 50 per cent. may be made on work extending over twenty five miles, upon the certificate of the Chief Engineer that such work is equal to ten miles of completed track. The balance to be paid on the entire completion of the railway to the Nipissing road at the South East corner of Lake Nipissing, provided that payments may be made upon rails delivered to the amount of 75 per cent. of the market value thereof. The amounts so paid on rails to be deducted from each settlement often miles. All payments to be made on the certificate of the chief engineer. They further recommend that payments be made to the extent of eighty per cent. of the work actually executed on the completion of every ten miles in the proportion which which ten thousand dollars per mile bears to the actual cost of each section. The company, however to have the option of substituting the payment by the government of the interest, or part of the interest, on bonds of the company running over such term of years as may be hereafter approved of by the Governor in Council in lieu of the mileage subsidy referred to. The terms and conditions, in all other respects, to be the same as above provided. The grant to be operative only after the ratification of this order in Council by the resolution of the House of Commons.

31/05/1878 *Almonte Gazette**Canada Central*

The railway extension.

Mr. R. L. Harris, C. E., and Mr. Wm. Bell, P. L. S., arrived in town on Wednesday evening, from their walk over the proposed route of the Canada Central extension to Lake Nipissing. We have been unable to procure any definite information as to results of the investigations, but it is said that a feasible route has been projected, and one which it is anticipated will occasion but little trouble in actually locating. The direction this proposed route will take is said to lead to a point about three miles from Deux Rivieres, and about twelve miles from Mattawa village, a direction considerably further north, we believe, than has been anticipated for it.

Everything seems to indicate that the location of the line, preparatory to its construction, will be at once proceeded with vigorously. Several of the assistant engineers have arrived in town, and in conjunction with the chief, Mr. Harris, are now sfting up their permanent office in the brick building over the post office, a move not likely to be made unless "business" is meant. Altogether, we consider the prospect of a speedy commencement of the extension as very favorable.- Pembroke Observer.

14/06/1878 *Almonte Gazette**Canada Central**Almonte*

FAST TRAINS. - For the past few days gravel trains have been running up north, and while passing through Almonte, a higher rate of speed has been maintained, we are inclined to think, than the law allows. They frequently run at the rate of twenty miles an hour, and as the road passes through the heart of our town, and crosses several busy streets, it is just possible that a serious accident may happen to some one. Almonte has a few rights that even the railway corporation is bound to respect, and the lives of its citizens is one of them.

CHANGES ON THE RAILWAY. - We regret to learn that the services of Mr. John Scott, station agent on the Canada Central at this place, will be dispensed with at the end of the present month. Mr. Lowe, agent at Carleton Place, and one or two other agents, have also been notified to the same effect. These changes are said to be in consequence of a new policy inaugurated by the present management, and are supposed to be in the direction of economy and the more efficient working of the road. Messrs. Scott and Lowe are both old servants, having served the company faithfully for twenty years. Before the road was built, Mr. Scott occupied the responsible position in settling the claims of the owners of the land appropriated for the road, and from that time to the present has discharged his responsible duties satisfactorily to the public and with advantage to the company. His successor, we learn, will be Mr. Hagarty, of Pakenham, who will take charge here about the first of next month. There is but one feeling in Almonte about Mr. Scott's removal, and that is genuine regret at what will be to him a great misfortune.

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.

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.

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.

THE RAILWAY - 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 been 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

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.

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.

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.

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.

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.

CANADA CENTRAL RAILWAY - At a meeting of the Canada Central Railway held at Brockville on the 3rd inst., the following appointments were made: John G. Richardson, President : Archer Baker, Generalmanager : T. A. McKinnon, Superintendent : C. Matthews, Treasurer.

CONDUCTOR KILLED - As we go to press we learn that Mr. Thomas Malone, conductor on the Canada Central Railway, was killed yesterday at Arnprior. It is supposed that he was on the top of a box-car at the time and his head struck a beam overhead connected with the bridge. Poor Tom was a steady, sober young man, and was rising in the company's services. He was a native of Perth.

CONDUCTOR ON THE CANADA CENTRAL KILLED. - last Thursday afternoon, while the freight train was going north, after leaving Arnprior at 3 o'clock, the conductor, Thomas Malone, went on the top of the van to see if there were any tramps hanging on the back of the van, they having been in the habit of doing so, and it is supposed that he, not thinking of the bridge which they have to pass under was struck on the top of the head and killed instantly. When noticed by Robert Cram, the brakeman, his foot was hanging over the top of the van. Cram spoke, and receiving no answer, went up and found him lying. Raising him he found he was dead. Death must have been instantaneous, as only two minutes had elapsed from the time he went up until he was found. An inquest was held at Sand Point on the body, and the following verdict was returned : "That the deceased came to his death from his head accidentally coming in contact with Dochart bridge railway crossing while on the top of the car in the discharge of his duty : and we recommend that this being the third accident of a similar nature which has occurred in this vicinity, 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." Deceased's remains were conveyed to Perth by special train. He was the sole support of his widowed mother. The funeral took place on Sunday, 8th inst., and a special train ran over the road to convey officials and others wishing to attend, to Perth.

And this is the third man murdered at this Dochart bridge - a small bridge over the railway track near Arnprior. During the last sitting of the House, a bill was introduced, by Mr. Trow we think, making it illegal for railway companies to build overhead bridges, or retain those already built, at a height that a man standing upon the top of a box car would be in danger of striking ; but the bill did not become law. To our mind, however, the company is more or less censurable for its criminal negligence in continuing the present state of affairs. Are the lives of the employees of no consequence? Is the community to be periodically shocked by hearing of men meeting horrible deaths when, in the performance of their duty, when the expenditure of a few hundred dollars would render such accidents impossible?

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 our 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."

20/09/1878 Almonte Gazette Canada Central Irish Creek

IMPROVEMENTS AT IRISH CREEK

Mr. Sparham, the obliging Station master of the C.C.R. owns a very handsome new brick cottage, which will be quite an ornament to the village when fully finished, and the grounds laid out.

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.*

08/11/1878 Almonte Gazette Canada Central

NEW CARS. - The C.C.R. Co., are having fourteen new platform cars built in Coburg.

RAILWAY IRON. - A large quantity of iron rails has been taken up north on the Canada Central within the past week, for the extension west of Pembroke.

15/11/1878 Perth Courier Canada Central Arnprior

(From the Standard.)

CONDEMNED - The Railway Bridge at Arnprior over which the Canada Central Railway passes has been condemned by the Government Inspector, and therefore trains no longer cross it, passengers being required to walk across the bridge and enter another train on the other side. It seems one side of the bridge is built on solid rock while the other is merely on slabs and rubbish, which have sunk down, giving the bridge an unpleasant pitch toward that side. Preparations are now being made for the building of a new and more substantial structure.

15/11/1878 Almonte Gazette Canada Central Arnprior

INSECURE BRIDGE. - The C. C. R. bridge over the Madawaska river at Arnprior has been condemned by the Government engineer, and trains, with passengers stopped crossing it on Saturday last. The passengers cross on foot, the passenger car being sent over empty, without the engine, to the opposite side, where an engine is in waiting to take it on to its destination. In the meantime the company has men actively at work upon a new bridge.

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 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.*

15/11/1878 Almonte Gazette Canada Central

NEW CARS. - A number of new cars manufactured at Coburg, Ont., have been taken north to be placed on the C. C. extension above Pembroke. As they have been built for a narrow gauge [sic] they had to be loaded upon flat cars. It was a somewhat novel sight to see cars duplicated as they were.

22/11/1878 Almonte Gazette Canada Central Pembroke

THE C. C. R. EXTENSION. - The first rails of the extension of the Canada Central says the *Pembroke Standard*, were laid on Wednesday, the 6th inst. New platform cars have arrived, and as they are "narrow gauge," it appears to be the intention of the company to reduce the gauge of the railway. The portion of the new track already laid has two rails on one side so as to suit either gauge, but this is likely only a temporary arrangement. Eventually the whole road will be narrow gauge. A considerable portion of the road above Pembroke is graded and ready for the rails, which will likely be laid in a few weeks.

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.

29/11/1878 *Almonte Gazette* *Canada Central* *Almonte*

R.R. WORK. - Iron pillars, beams and stringers for the railway bridge over the Pettewawa, passed north on Wednesday. This looks as if though the work was progressing up there.

27/12/1878 *Perth Courier* *Canada Central* *Arnprior*

NEW BRIDGE - The death of three men at the bridge crossing the railway track in Mansfield, near Arnprior, was an argument that the railway authorities could not very well refute; and they have replaced the old structure with a new one, and fully three feet higher. This will most likely prevent further fatal accident to their men. "Better late than never."

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.

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

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

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

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

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

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

A Railroad Petition

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

07/02/1879 *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 Pettewawa 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.

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

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

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

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

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.

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

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

07/03/1879 *Almonte Gazette**Canada Central**Arnprior*

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

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.

ROW IN THE CANADA CENTRAL OFFICEA discharged official asks for his pay - he is answered in Dutch - A high official lowers himself to the level of a common rowdy. The Brockville papers have an ever-present fear that the patronage of the Canada Central Railway company whose head office is in Brockville may be withdrawn from them if they were to pursue a strictly independent course in commenting in their columns on the present management of the road. Up till last January, the members of the press on the line of railway received annual passes, in consideration of the publication of the company's timetable. These passes were discontinued and the company now pays the publishers for its advertising, the same as any other business firm. This Arrangement is entirely to our satisfaction. We feel under no obligation to the company, and more independent of them than when formed one of the "dead-head brigade." We are free to criticize the conduct of the company's officials, when their behaviour is such as to call for criticism; and to denounce the insolence and the tyranny of those who, like beggars placed on horseback, are wont to usurp that power and position and ride roughshod over officials in less exalted stations, who are striving to do their duty to the company and to the public. And because some of the "country journals" have had the courage to speak out, the "city journals" of Brockville have insinuated that they were actuated by selfish motives and abusing the railway company because their passes had been withdrawn. The Brockville editors, especially the remarkably modest gentleman who runs the Monitor, are not in a position to read the "country press" a lecture. Their journals are not read outside of Brockville, and but to a limited extent in that rural hamlet. They exist - especially the Monitor - on the crumbs throw to them by fat corporations like the C. C. Railway - but for whose "patronage" the Monitor would have long are this have succumbed to its own mental institution and natural inanition. The recent disgraceful occurrence in the head office of the Railway company, when one of the head official threatened to take the life of a workman, and proceeded to execute his threat by presenting a loaded revolver, is treated very gingerly - rather let us a very cowardly - by these papers. Instead of denouncing the conduct of paymaster Matthaëi, the lick-spittle Monitor apologizes for the tyrant's violence and arrogance and leaves it to be inferred that his victim was equally at fault. The Recorder states the circumstances as follows: a rather peculiar case came before the police magistrate on Monday; peculiar from the fact that the parties implicated all well-known and highly respected citizens. Carl Matthaëi, paymaster for the Canada Central Railway, was charged with assault upon one Harold Kingdom. The facts of the case seem to be as follows: Kingdom, in company with two other men named respectively Thomp[sic] and Irvin, employees of the road, had received their discharge, and on Saturday night called at the paymaster's office for their money. Kingdom presented a time card for \$19.29, and was told by Mr. Matthaëi that no money could be given, and that he, Kingdom, would have to come on Monday. Kingdom replied that he could not come on Monday, as in case he did he would lose a job of \$2 a day. Matthaëi then threw the time card into the air and ordered Kingdom to get out. Kingdom did not to leave and Matthaëi came around the desk and clinched him. Thompson spoke up at this juncture and Matthaëi released his hold but subsequently caught him again, and told him that he was a prisoner. Both had hold of each other, and, upon the second hold being loosened, Matthaëi grasped a leather case, drew from it a revolver, and cocking it, placed it at Kingdom's head, telling him that if he moved he, (Matthaëi), would shoot. A policeman in the employ of the Railway then came in and was ordered to take Kingdom up to the station. Thompson then told the policeman that he had no right to arrest Kingdom without a warrant, but the two finally started up street towards the station. Upon the way up they met Chief Mitchell of the Town force, who ordered the first officer to release Kingdom, as he had no right to make the arrest. Informations were then laid by both parties, Kingdom making two separate charges, one of assault. The evidence above related was given by Kingdom and substantiated by Irvine[sic] and Thompson. Mr. Matthaëi denied the two separate struggles in the office; and also swore that Kingdom swore that he would not go out, and that both clinched at the same time. Mr. Taprell, an assistant in the office, was then questioned and swore that he heard no swearing, and that Thomson's evidence was to the best of his knowledge correct. On the count of assault he was fined \$1 and costs \$4.50. The count of presenting a pistol was then gone into, when Mr. Matthaëi pleaded guilty and was fined \$30 and costs. Mr. John F. Wood appeared for the complaint and during an able handling of the case, presented some very terse remarks in reference to defendant's method of treating those with whom he did business. Mr. James Reynolds appeared for the defence. The public have a right to know what manner of a man this is who shapes the policy of the C. C. Railway, and its treatment of employees, and it is with that object in view that we give this matters so much prominence. The interests of the public and the railway are perhaps not always identical, but each is largely indebted to the other and the utmost confidence should exist between them. For the past six months, or more, a system foreign to Canadian custom, has obtained in the management of the road. Mr. Carl Matthaëi nurtured in a country of class privileges, has imbibed ideas and traits of character incompatible with the democracy of the Canadian public. It is a practice in Russia, and it may be so in Prussia [sic], to address a servant "a son of an animal," a "liar", and in other terms equally offensive. It may be common, also, to order men about as serfs, and "persuade" them to do as they are commanded by their lords and masters by the use of six shooters. These things may pass unchallenged in Europe but in Canada, which knows no class and where all are equal, it will not be tolerated a day. Mr. Matthaëi is paymaster, and in his position as such has come in contact with every official on the road and is execrated by them all. Vested with some sort of plenary power he seems to overshadow Mr. Richardson, who servant he should be. A system of espionage was introduced with Mr. Carl Matthaëi; overbearing insolence came about the same time; and as a result, today every official on the line is in constant dread of the man who, vested with a little petty brief of authority, has already dismissed such faithful servants as Mr. John Scott, Mr. Geo. Low, and Mr. Richard Cardiff, who, like the Brockville mechanic, could not brook the arrogance of the Dutch paymaster.

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.

Ottawa.

Railway Extension
(per Dominion line.)

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

02/05/1879 *Almonte Gazette* *Canada Central* *Almonte*

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

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 near the Petewawa river. Not very much will be done at it until Chalk River is reached. The superstructure of the bridge across the river is not completed yet. It is a through Howe truss, one span of 73 feet. Beyond the Chalk there is about 15 miles of the line graded, besides several small bridges being under construction.

28/05/1879 *Kingston Daily British Whi* *Canada Central*

Fire at Carleton Place

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

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

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

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

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

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

30/05/1879 *Almonte Gazette* *Canada Central*

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

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.

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

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

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

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

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

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

08/08/1879 *Renfrew Mercury*

Canada Central

Pembroke

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

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.

29/08/1879 *Almonte Gazette*

Canada Central

Renfrew

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

05/09/1879 *Almonte Gazette*

Canada Central

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

05/09/1879 *Almonte Gazette*

Canada Central

Brockville

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

05/09/1879 *Almonte Gazette*

Canada Central

Chalk River

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

05/09/1879 *Almonte Gazette*

Canada Central

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

19/09/1879 *Renfrew Mercury*

Canada Central

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

26/09/1879 *Almonte Gazette*

Canada Central

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

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

Brockville

Sale of the Canada Central Railway

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

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

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

04/10/1879 Ottawa Citizen Canada Central Gauge change

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

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

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

10/10/1879 Renfrew Mercury Canada Central Gauge change

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

10/10/1879 Almonte Gazette Canada Central

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

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.

07/11/1879 Almonte Gazette Canada Central Arnprior

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

07/11/1879 Almonte Gazette Canada Central Carleton Place

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

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.

21/11/1879 Kingston Daily British Whi Canada Central

Change of Gauge

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

28/11/1879 Kingston Daily British Whi Canada Central

Repairs

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

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 *Renfrew Mercury*

Canada Central

Gauge change

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

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

05/12/1879 *Ottawa Free Press*

Canada Central

The Canada Central Workshops.

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

06/12/1879 *Ottawa Citizen*

Canada Central

Gauge change

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

10/12/1879 *Ottawa Citizen*

Canada Central

Gauge change

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

10/12/1879 *Ottawa Citizen*

Canada Central

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

11/12/1879 *Ottawa Free Press*

Canada Central

Sand Point water

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

12/12/1879 *Renfrew Mercury*

Canada Central

Gauge change

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

16/12/1879 *Ottawa Free Press*

Canada Central

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

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

Amalgamation

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

19/12/1879 *Renfrew Mercury*

Canada Central

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

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

K. & P. RR.

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

02/01/1880 *Almonte Gazette*

Canada Central

Arnprior

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

03/01/1880 *Ottawa Free Press* *Canada Central*

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

05/01/1880 *Kingston Daily News* *Canada Central*

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

09/01/1880 *Almonte Gazette* *Canada Central* *Pakenham*

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

13/01/1880 *Globe and Mail* *Canada Central*

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

16/01/1880 *Kingston Daily British Whi* *Canada Central*

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

16/01/1880 *Almonte Gazette* *Canada Central* *Renfrew*

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

21/01/1880 *Almonte Gazette* *Canada Central* *Renfrew*

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

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

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

Collision on the Canada Central.

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

06/02/1880 *Almonte Gazette* *Canada Central* *Franktown*

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

06/02/1880 *Ottawa Citizen* *Canada Central* *Franktown*

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

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.

05/03/1880 *Almonte Gazette*

Canada Central

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

05/03/1880 *Almonte Gazette*

Canada Central

Franktown

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

The Late Railway Accident at Franktown.

Editor Almonte Gazette:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

You will hear from me again.

Yours, etc.

FAIR PLAY

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.

09/04/1880 Almonte Gazette Canada Central Almonte

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

14/04/1880 Ottawa Citizen Canada Central Gauge change

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

16/04/1880 Renfrew Mercury Canada Central

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

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

16/04/1880 Perth Courier Canada Central

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

16/04/1880 Almonte Gazette Canada Central Merrickville

MERRICKVILLE NEWS '

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

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

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

23/04/1880 Almonte Gazette Canada Central

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

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.

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

23/04/1880 *Ottawa Free Press*

Canada Central

Gauge change

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

26/04/1880 *Globe and Mail*

Canada Central

Gauge change

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

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 *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

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 *Renfrew Mercury*

Canada Central

Gauge change

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

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

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

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

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

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

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

30/04/1880 Almonte Gazette Canada Central Gauge change

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

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 Gauge change

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

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.

14/05/1880 Almonte Gazette Canada Central Almonte

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

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.

24/05/1880 Almonte Gazette Canada Central

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

24/05/1880 Almonte Gazette Canada Central Renfrew

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

25/05/1880 Kingston Daily British Whi Canada Central

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

Identical wording in the Kingston Daily News of 21 May 1880

04/06/1880 Almonte Gazette Canada Central Brockville

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

04/06/1880 Almonte Gazette Canada Central Smiths Falls

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

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.

09/07/1880 *Almonte Gazette* *Canada Central* *Almonte*

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

23/07/1880 *Almonte Gazette* *Canada Central*

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

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.

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

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

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

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

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

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

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

To the Editor of the Renfrew Mercury

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

DOWN TOWN

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

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

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

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

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

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

27/08/1880 *Almonte Gazette* *Canada Central* *Carleton Place*

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

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

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

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.

10/09/1880 Renfrew Mercury Canada Central Renfrew

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

17/09/1880 Renfrew Mercury Canada Central Sand Point

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

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

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

23/09/1880 Ottawa Free Press Canada Central Chaudiere

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

24/09/1880 Almonte Gazette Canada Central Almonte

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

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

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

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

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

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

27/09/1880 Ottawa Free Press Canada Central Chaudiere

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

01/10/1880 Almonte Gazette Canada Central Almonte

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

01/10/1880 Almonte Gazette Canada Central Franktown

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

02/10/1880 Ottawa Citizen Canada Central

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

08/10/1880 Almonte Gazette Canada Central

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

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

15/10/1880 Renfrew Mercury Canada Central Renfrew

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

15/10/1880 Almonte Gazette Canada Central

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

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.

12/11/1880 *Almonte Gazette* *Canada Central*

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

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

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

12/11/1880 *Almonte Gazette* *Canada Central*

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

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".

19/11/1880 *Almonte Gazette* *Canada Central*

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

19/11/1880 *Almonte Gazette* *Canada Central* *Franktown*

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

25/11/1880 *Ottawa Free Press* *Canada Central*

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

26/11/1880 *Almonte Gazette* *Canada Central* *Pembroke*

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

26/11/1880 *Renfrew Mercury* *Canada Central*

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

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

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

Mackey's station 25th November 1880.

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

Much omitted.

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

On the one side

The Town of Pembroke

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

Pettewawa

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

Chalk River

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

WESTON

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

A BEAUTIFUL CHAIN OF LAKES

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

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

POINT ALEXANDER

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

MOORE'S LAKE

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

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

MACKEY'S STATION

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

29/11/1880 Ottawa Free Press Canada Central Brockville

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

30/11/1880 Ottawa Citizen Canada Central

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

03/12/1880 Almonte Gazette Canada Central

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

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

10/12/1880 Ottawa Citizen Canada Central

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

10/12/1880 Almonte Gazette Canada Central Sand Point

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

10/12/1880 Almonte Gazette Canada Central Irish Creek

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

10/12/1880 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.

17/12/1880 Almonte Gazette Canada Central Brockville

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

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.

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.

The Canada Central R. R.

THE WESTERN EXTENSION

From Mackey's to the Mattawa.

TWO HUNDRED MILES UP THE OTTAWA

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

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

ROCKCLIFFE

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

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

TWO HUNDRED MILES AWAY

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

BISSETT'S CREEK

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

BIG TRESTLE BRIDGE,

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

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

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

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

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

KLOCK'S FARM

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

BEING PUSHED FORWARD

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

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

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 Kemptville Advance Canada Central Chaudiere

Mr. Chapleau and Mr. Senecal are at present in Ottawa in connection with the formal opening of the Chaudiere railway bridge, which will take place in the course of a few days.

14/01/1881 Almonte Gazette Canada Central

CHANGES ON THE RAILWAY - Various changes have been, or are about to be made along the line of the Canada Central in connection with station agents. Mr. Inglis, of the Perth station, will be sent to Renfrew, and Mr. W.J. McAdam, now of Brockville, will take his place. Mr. Bailey of Smiths Falls, goes to Irish Creek, and Mr. H.McCormick, of Renfrew, to Smiths Falls.

The Canada Central Railway has appointed an agent in Toronto to look after their interests in that place.

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.

21/01/1881 Almonte Gazette Canada Central

A LIVELY EXPRESS PARCEL. - The Brockville Recorder of Wednesday says: yesterday afternoon conductor Chapman, of the Canada Central, brought in with him, on the express, a little girl about eight years of age, en route from Pakenham to Brooklyn, N. Y., alone. She had a letter addressed to a lady in Brooklyn whom she intended going to see, but her extreme youth made this of but little service to her. She was placed in the careful hands of Willie Dockrill, the genial little passenger agent of the Utica Road, who after writing on a card the address to which she wished to go, and fastening it to her clothing, took her across the river and put her on board the Utica express. She seemed quite content, and went off happy as a lark.

21/01/1881 Almonte Gazette Canada Central

A Pembroke lumberman is negotiating with the railway lines between Pembroke and Quebec, with a view to shipping timber to the ancient capital by rail.

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

On Saturday, between three and four o'clock, Edward King, a brakesman on the Canada Central Railway lost his life at Haley'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.

28/01/1881 Almonte Gazette Canada Central

The Canada Central Railway Co. will increase the number of their locomotives, cars, etc., at an early date, owing to the increased traffic on the line. The receipts of the Canada Central Railway, since the change of gauge, and the addition of the car slip and ferry have been over \$100,000 in excess of the same length of time during any previous year.

28/01/1881 Almonte Gazette Canada Central

DEATH ON THE RAIL. - A horrible accident occurred on the Canada Central Railway at Haley's - a flag station near Renfrew - on Saturday last. Edward King, a brakeman, was engaged in coupling cars, when his foot slipped and was caught in a frog. Unable to extricate himself, he was thrown under the wheels, which passed over him, killing him instantly. His body was taken to Perth, where his relatives reside, on Saturday.

04/02/1881 Almonte Gazette Canada Central

Mr. H.B. Spencer, chief operator in the Dominion Telegraph Company's office at Ottawa, has been appointed chief train despatcher of the Canada Central Railway, in place of the late Duncan McQueen. Mr. Spencer, who has a brother associated with him in the office is said to be one of the most efficient operators in the Dominion. Both gentlemen are sons of Mr. Spencer, a former conductor of the Canada Central.

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.

08/04/1881 Almonte Gazette Canada Central

RAILWAY BRIDGE. - A gang of men were busy on Sunday putting in the framework of a section of the railway bridge, for which a pier was built last fall. The work was accomplished before the arrival of trains on Monday, and consequently there was no interruption of traffic.

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 Almonte Gazette Canada Central

The extension of the Canada Central will be pushed forward with greater vigor than ever during the summer, as the contractors are determined to get through to Lake Nipissing before Christmas. Four hundred and fifty men went up last week to work on the line. The track is now laid into the village of deux Rivieres.

The Canada Central Railway company has contracted to carry from Mackie's, (the farthest west station of that road) no less than twelve hundred car loads of square timber to Ottawa, whence they go through transshipment to Quebec, per Q. M. O. & O. railway. Half the cars are provided by each railway for this important transaction, to complete which will require a train a day for sixty days

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.

29/04/1881 Almonte Gazette Canada Central

DREADFUL ACCIDENT.- a most terrible accident occurred to a man named John O'Keefe, a workman on the Western Extension on Thursday, last week. While running from a blast which he had fired, he was struck on the head by a fragment of rock thrown up by the explosion, and a piece of his skull, fully an inch and a half in size, crushed in. Dr. Lafferty was at once telegraphed for and went up the line the following day. The wound was found to be a very bad one, and a portion of the brain had oozed from it, the whole presenting a terrible appearance. O'Keefe has since been conveyed to the Pembroke Hospital, where he now is. Notwithstanding the extraordinary, and one would think fatal, nature of his injuries, he is apparently doing well, and has yet exhibited no symptoms that might lead his attendant physicians to predict the result of his case with any degree of certainty.-Observer.

29/04/1881 Almonte Gazette Canada Central

LARGE TRAINS.- Very long and heavily laden trains daily pass over the Canada Central. It is no unusual thing to see from 25 to 30 cars in one train. A large and constantly increasing trade is being done by the road, the car facilities of the company being taxed to the utmost.

CANADIAN PACIFIC. - A large number of new cars painted "Canadian Pacific. W.D." are now in use on the Canada Central Railway hauling lumber from Braeside and other northern points to Brockville. Ten years hence, when the syndicate have completed their great contract, these same cars may be hauling freight from ocean to ocean.

29/04/1881 Almonte Gazette Canada Central Renfrew

A new railway siding has been laid down at the Renfrew station; but the Mercury still grumbles about lack of accommodation, &c.

06/05/1881 Almonte Gazette Canada Central

The junction at Carleton Place will be made still more attractive by the addition of a flower garden.

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.

13/05/1881 Almonte Gazette Canada Central Almonte

A gravel train on Wednesday deposited a large quantity of gravel between the bridge and the station. Much needed.

13/05/1881 Almonte Gazette Canada Central

The palace car of the C.C.R went north on Monday and south again on Tuesday. Mrs. Worthington, wife of the contractor, was on board on Monday.

The aggregate traffic receipts of the Canada Central Railway for the fourteen weeks ending 14th of April were \$125,031 against \$71,056 for the corresponding period last year. The miles of railway operated now are 210 against 162½ last year.

The contractors of the Western Extension C.C.R. are constructing a branch from Mackay's station to the Ottawa river, where timber will be loaded on the cars. The Scotch Lumber Co., of which Mr. Alan Grant is manager, will ship their lumber by train to Quebec.

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.

20/05/1881 Almonte Gazette Canada Central

Near Mackie's station on the 9th inst. an engine, with the engineer and fireman on board, fell down an embankment and turned completely over. Neither of the men were hurt. The couplong between the engine and tender gave way and saved the rest of the train.

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.

03/06/1881 Almonte Gazette Canada Central

A meeting of the Canada Central railway Co. was held on Wednesday at Brockville to arrange for the transfer of the road to the Canada Pacific Syndicate. We suppose it has found permanent owners this time.

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.

17/06/1881 Kemptville Advance Canada Central

Brockville, June 10.- At a meeting of the directors and shareholders of the Canada Central Railway Co. held here yesterday afternoon, the necessary steps were taken to consummate the amalgamation with the Canada Pacific railway. The lines hitherto known as the Canada Central are henceforth part of the Canada Pacific, and will be operated by that company. - Mr. Archer Baker, formerly general manager [sic] of the Canada Central, has been appointed superintendent of the eastern division of the Canada Pacific, the district extending eastward from Lake Superior. The amalgamation of the two companies another step towards placing the Canada Central in the position which its promoters of years ago foresaw would be its destiny. It now forms a most important link in the grand chain of railways to connect the Atlantic with the Pacific. Mr. Cassils, the president of the Canada Central, retires from office.

10/02/1893 Almonte Gazette Canada Central Renfrew

The Renfrew village council has made arrangements to pay off the old Canada Central \$30,000 debentures which expired a week or so ago.

17/09/1925 Winchester Press Canada Central Pembroke

Figured in Historic Sod Turning

This antique looking wheelbarrow and spade do not appear capable of very hefty service now, but nearly half a century ago they carried the weight of a very important event - the ceremony marking the commencement of the Canada Central Railway through Pembroke, Ontario. Following the ceremony, the spade with which the first sod was turned and the wheel-barrow into which it was shovelled in the presence of a very enthusiastic crowd, was presented to Miss M. P. Moffatt, the daughter of the Reeve of the village, the lady who performed the ceremony of the naming of the road and christening it with a bottle of champagne. They recently passed into the hands of the Canadian Pacific Railway, which company took over the Canada Central lines in 1881, and will be added to a museum of relics connected with the early days of the railroad which is being formed in Montreal.

So much for the actual ceremony. The Pembroke "Observer" for September 3rd 1875 says: "The assembly then adjourned to a spacious booth that had been specially erected for the occasion, where champagne and beer had been provided for the purpose of drinking several toasts which had been previously agreed upon, by the committee; but a number of individuals apparently more intent on drinking champagne than doing honor to any toasts, took possession of the tables, and the regular order of the program had to be abandoned. The Pembroke Brass band was present and performed some popular airs."

PLANNED TO MAKE CANADA CENTRAL RAILWAY PART OF GREAT TRANSCONTINENTAL SYSTEM STRETCHING FROM ATLANTIC TO PACIFIC.

The early objective of this road was to make suitable connections between Pembroke and the St. Lawrence, but greater idea was heartily endorsed when C. P. R. began extensive surveys.

By H. H. Morgan.

The opening of the extension of the Canada Central Railway to Renfrew in the month of December, 1872 was another step towards the attainment of that goal which the early builders of the Brockville and Ottawa Railway had set before them 20 years earlier, a connection between Pembroke and the St. Lawrence. With the carrying out of surveys for the proposed Pacific Railroad, that goal was now being extended, and with Ottawa and Renfrew joined the proposal was revived to make the Canada Central part of the great transcontinental system which was in embryo. That the Brockville and Ottawa would form part of such a system had been predicted by one far-seeing newspaper editor before a single mile of the Eastern Ontario line was in operation.

Pembroke, however, remained the immediate objective of the directors of the company and during the two years which followed they made strenuous exertions to reach it, the anxiety to do so being increased by the continued construction of the Kingston and Pembroke road, which had the same destination and hoped to profit from the same trade. Before this objective was accomplished, another change in the management of the railroads took place resulting in the administration being entrusted to Hon. A. B. Foster, who already had a seat upon the directorate. Since the retirement of John G. Richardson from the presidency of the two companies - the Canada Central and the Brockville & Ottawa - Harry Abbott had been both president and managing director of the latter as well as managing director of the former, of which his brother, Hon. J. J. C. Abbott, was the president. In August, 1873, however, a new board assumed control. H. L. Redhead, representing the English interests, took the presidency of both companies and in place of Harry Abbott, Hon. A. B. Foster became their managing director. A. B. Chaffee joined Canada Central as secretary-treasurer, a position held by George Lowe in the Brockville & Ottawa organization, C. H. Redhead was auditor of the Canada Central and Archer Baker remained accountant of the B. & O.. The remaining directors of the latter road were Allan Turner, E. J. Senkler, Jr., Dr. J. E. Brouse and Daniel Galbraith, and those on the board of the Canada Central were H. S. Foster, John Smith, Hon. James Skead, John Ashworth, H. V. Noel, E. McGillivray, James O'Halloran and N. Pettes. Not long afterwards, Tristram A. McKinnon, an Irish man by birth, who had been assistant superintendent of the Passumpic Valley & Vermont Railway was appointed to general superintendent of the two roads, and H. R. Alden also of the Passumpic management, took charge of the mechanical department. Archer Baker was promoted to the position of treasurer of both companies. Improved service.

Improved service and numerous other betterments followed the inception of the new regime, which also made every effort to push forward the extension to Pembroke. In February, 1874, Mr. Foster appeared before the county council of Renfrew and proposed, in return for a bonus of \$100,000 with right-of-way, to have trains running into Pembroke in a year's time, and in the same month John P. Featherstone of Ottawa, was requested by a number of influential citizens to call a public meeting for the discussion of the matter. Some of the names appearing upon this requisition are worthy of mention, indicating as they do the feeling which prevailed in commercial circles in favor of an extension to Pembroke and the territory surrounding that town, once it was hoped to derive an enlarged traffic. Included among those who signed the petition (which was granted by the mayor) were:

(Long list of names omitted.)

Bonus is granted.

The outcome of this meeting and of others which followed it was that a by-law to grant a substantial bonus to the Canada Central for the purpose all aiding in the extension was submitted to the ratepayers of Ottawa in June, 1875, and defeated by a majority of 719. The variety of the demands for assistance being made upon the city at this period was undoubtedly a factor in bringing about the unfavorable result. In addition to the Canada Central, a number of other companies including the Huron and Ottawa, the Coteau Landing and the Ottawa and Parry Sound, were being floated and were seeking municipal aid. The Baldwin and the Haycock mining propositions were also to the fore and were desirous of receiving assistance, while a great many municipal improvements were waiting inception or completion. When a bonus of \$250,000 to the Huron and Ottawa railroad, which was projected to connect Ottawa and Toronto at the outset, was suggested in 1874, a correspondent signing himself "prudence" protested in the columns of one of the newspapers and pointed out that the demands for assistance by railroad and mining propositions aggregated \$875,000. This sum did not include expenditures for city improvements, to which the rate payers were either already committed or must soon undertake. "We must be prepared," he wrote, "to pave our streets as soon as the sewers are completed; we must pay our proportion of the cost of the new bridges over the Chaudiere slides; we must have a park and keep it in decent order; we must grant a large sum towards the Provincial Exhibition to be held here next year; and with so many railroads centering at the capital we must prepare ere long for a union railroad depot. These are some of the works that too must be undertaken at an early day, and yet without sidewalks in a dilapidated condition, new streets to open up and drain and old ones to improve, some of our leading men talk of granting three quarters of a million of dollars to private companies. If any enterprises are to be aided by the city, surely the new mining companies have the first and best claim. They propose to develop the vast iron mines in the immediate vicinity and to establish new industry in our midst. Their demands are moderate and if the city can't afford to grant what they request, it would be a mistaken ? to withhold assistance. But if the giving of bonuses to these ideal enterprises is to commit us to large grants-in-aid of new railroads, it would be much better to decline at once to expend one dollar in anything but legitimate local improvements. Well might we pause and ask ourselves "whither are we drifting?" We are building up the suburbs of the city by a reckless expenditure."

Engineer Keefer.

T. C. Keefer, the eminent civil engineer, was another citizen who did not favour aid being given to the Canada Central but who was not ready to withhold it from the Huron and Ottawa, which was then more favored as a route to the west. "What we most require," he wrote to the press, "is direct communication with the west at Toronto. This would place Ottawa on a main route between east and west, whereas now, although we have changed the name, this city is Bytown yet. A road to Toronto would bring us into direct communication with thousands of miles of the western railways. A road to Pembroke brings us in connection with nothing we do not now possess. The trade of Pembroke whether it comes by land or water, comes or will come to Ottawa in the same proportions as it ever will, until the Upper Ottawa is tapped by a western road. Again, where the Ottawa does or does not aid the Pembroke extension, that will be carried out by more powerful interests as soon as it will be required.... If Ottawa has any money to give to railways, it should be given towards a connection with the west, which will need all the aid it can afford. This is a feasible project running through a continuous series of municipalities able to aid its construction, and it will be sure to receive - as the main line between the local and the federal capitals - the maximum aid from the government of Ontario."

There was no corresponding division of opinion in the town of Pembroke which had long sought the boon of a railroad connection and which was ready to extend reasonable aid to any corporation which would bring it about. A meeting of the rate payers of the town, held in July, 1874, adopted the report of a special committee recommending the passage of a bylaw to grant \$50,000 to the company and appointed committees to canvass the neighboring municipalities to make up the sum of \$70,000 in accordance with the terms of Mr. Foster's proposals. As submitted to the rate payers on March, 1875, and carried with but one vote in opposition, the bylaw approved of a bonus of \$75,000.

Interest Capital.

In the meantime Hon. Mr. Foster had been in England interviewing capitalist with a view to obtaining additional funds, and when he returned in June, 1875, it was announced that he had been successful and the work would be proceeded with at the earliest possible moment. At that time the survey for the extension to the west had been completed for a distance of 92 miles. On the afternoon of August 30, 1875, the first start of the extension was turned at Pembroke by Mrs. Esther Supple, assisted by Colonel Peter Valite, Sr., and William Moffatt, reeve of the town, Miss

Moffatt performing the ceremony of christening the road. After the turning of the sod those present adjourned to a large marquee and partook of a champagne lunch provided by the city, and in the evening the Town Council entertained the engineers, other visitors and a number of the leading citizens at a champagne "spread" in the Music Hall. The reeve occupied the chair and among the guests were our R. L. Harris and C. S. Mason, engineers of the road; T. A. Knowlton, private secretary to Mr. Foster, who was unavoidably absent, and J. L. Blackie of Toronto. The festivities lasted far into the night and were enlightened by the presence of the St. Patrick's brass band.

In the same month steel began to arrive at Renfrew for use on the new tracks and in November Mr. Foster notified the contractors that they must have the roadbed in readiness that fall. One of the routes which had been set for the extension at an earlier period provided for it ascending the Bonnechere from Douglas and then proceeding via Golden Lake and Round Lake to the Eastern Terminus of the proposed Georgian Bay branch of the Canada Pacific about 85 miles from the Bay. This would have meant the elimination of Pembroke as a station on the main line. But in September 1875, it was announced that the route as far as Pembroke had been definitely fixed. From Renfrew it was to pass through the region known as "The Garden of Eden" until it should reach Cobden, whence it would proceed in a northwesterly direction along Muskrat Lake and crossing the Muskrat River west of Graham's Bridge until Pembroke was reached after the Ottawa had been skirted for a distance of five miles. When the annual meeting of the company was held in the same month, William Moffatt was added to the board as a compliment to the town of Pembroke. The Kingston and Pembroke line had then been ballasted for a distance of 36 miles and graded for ten more. It was the intention of the company to complete the road to Sharbot Lake that fall and in the following year to push on to the north, where a junction was to be formed with the Canada Central. In October, 1875, the Utica and Black River Railroad reached Morristown, N. Y., affording a southern outlet for the traffic of the Canada Central and B. & O., and in the same month the Montreal Telegraph line was extended to reach Mattawa. During the summer of 1876 the Canada Central arrived at Pembroke and after 33 years that place was at last upon a railroad line.

Directors Changed.

The remainder of the story of the two railroads is easily written. In October, 1876, John G. Richardson returned to the presidency in consequence of the ill-health of Mr. Redhead and in November Hon. A. B. Foster disappeared from the management owing to failure to complete the negotiations with the English stock-holders. Harry Abbott took his place. When he resigned a short time afterwards to take charge of the Eastern extension railways affairs, he was succeeded by Archer Baker, who then assumed the position of General Manager, one which he held until the Canadian Pacific took over the direction of affairs.

The death in England on June 13th, 1878, of W. F. H. Bolokow, who had been the leading power among the bond-holders and the virtual controller of both companies, hastened the merger on July 1st, 1878, under the name of the Canada Central Railway. In October, 1879, the road was handed over to new proprietors. Mr Richardson resigned the presidency and retired to England (where he died in Bournemouth in 1893), and William Casells, of Montreal, took his place. The McIntyre-Worthington interests, which were then reported to have bought the Canada Central for \$3,500,000, paying \$750,000 down, were allied with the Canadian Pacific promoters, and there was consequently little surprise when on June 9th, 1881, the Canada Central passed out of existence as a separate company upon the amalgamation with Canadian Pacific. As part of that great transportation system it has since remained, the line being gradually extended from Mackey's station (where the terminal was situated in 1881), until Mattawa was reached in the next year and finally, a junction made with the road from the west. After the amalgamation Archer Baker remained as general superintendent of the eastern division of the Canadian Pacific, with jurisdiction over the former Canada Central, a position which he continued to occupy until the time of his appointment to the European traffic staff.

Credit to Builders.

Too much credit cannot be given to the men who made possible the construction of the Canada Central and Brockville and Ottawa, a task requiring great courage and perseverance, for the part which they played in giving Ottawa a place upon Canada's first transcontinental line. Had the Canada Central not been in operation between the capital and the Upper Ottawa, another route might quite possibly have been decided upon. That possibility was foreseen at an early date and led to the redoubling of efforts to advance the road up the Ottawa and when the Ottawa-Carleton Place section was opened to traffic in September, 1870, the Ottawa Times spoke prophetically as follows:

"It is most probable that the Canada Central is the first link in that chain of inter-oceanic communication of which we have previously spoken; that the road which will tomorrow be formally opened will, before many years have passed away, be crowded with the traffic of the northwest and of British Columbia, and even with a considerable portion of the Japanese and Chinese trade. Some of our readers may perhaps think that we are indulging in rather extravagant anticipations, but far more unlikely things have come to pass on this continent within the last few years. A railway across the continent is admitted by almost everyone to be an absolute necessity of the immediate future; the natural route of such a road from Montreal to the north shore of Lake Huron is up the valley of the Ottawa and along the very line followed by the Canada Central."

"Dead Calm."

And in 1874 James Bell, describing himself as a "mineralist," addressed an open letter to Hon. Alexander Mackenzie, the then Premier, in which he made mention to the "Dead Calm" which prevailed in the Canada Pacific Enterprise upon the score of the estimated cost. To reduce that involved in the purchase of iron and steel, he offered to present to the government as a free gift a "mine of vast extent" near Arnprior composed of red hematite iron ore of the best quality. "I do so," he wrote, "not only from the desire to facilitate the construction of this great railway, but upon the condition that the smelting works and rolling mills be constructed and carried on within the Corporation of Arnprior. I will further guarantee that sufficient land for building purposes and for yard room will be deeded over free of charge. Arnprior holds a central position between the Maritime and the Western provinces of Canada and is in the very track of the proposed Canada Pacific railway. Already it possesses large manufacturing establishments driven by the immense water power of the Madawaska river. It has at present three direct lines of communication by rail and steamer with the river St Lawrence and the lower provinces, while it is otherwise especially well adapted for the establishment of such works. It matters not on which side of Lake Nipissing the road may be located, it must pass through the valley of the Ottawa river, and by this course the only possible route must intersect the municipality of Arnprior."

Big men produced.

Whatever size the Canada Central and the B. & O. railroads achieved, they produced a number of great Canadian railwaymen who did much to advance the interests of the Canadian Pacific and other roads. Harry Abbott who had been managing director of the two lines, became, in 1883, manager of construction on the Sault Ste. Marie branch of the C.P.R. and later directed the building of the main line west from Sudbury. At a subsequent period he was supervising engineer of the entire construction, and in 1886 was appointed general superintendent of the British Columbia district. When the last spike was driven in March 1886, he was one of those present, and on July 3, 1886, he was in formal charge of the first train run from Donald to the terminus on the Pacific seaboard. Mr. Abbott remained general superintendent of the C.P.R. in British Columbia for 11 years, when he retired from active railroad service. Ten years ago he died in Vancouver.

Achieves Success.

Another leading railwayman who was developed by the Canada Central and B. & O. was Tristram A. Mackinnon, who joined the C.P.R. in 1885 as general superintendent of the Ontario and Atlantic division, with headquarters in Montreal and resigned five years later to assume the general managership of the Concord & Montreal Railway. His success in this position led to his appointment to be the general manager of the Boston and Maine, of which he was first vice-president at the time of his death in 1903. At that time David McNichol, then general manager of the C.P.R. said of him: "a man of great ability and energy, he rose to be one of the foremost railwaymen in America, for the Boston and Maine is at once one of the largest and best managed railways in the adjoining Union. Not a little of that efficiency was due to Mr Mackinnon."

One of the early employees of the transportation department of the B. & O. was Charles Spencer, who joined the railway as early as 1863 and remained in its service and that of the C.P.R. for at least half a century. He died in Ottawa in 1918. Mr. Spencer began work in the station and freight shed at Brockville and after six months became baggage man. Six months later found him promoted to the rank of conductor and this he retained until in 1906 the C.P.R. rewarded him for long and faithful service by appointing him to be a travelling conductor. He had charge of the first train between Ottawa and Carleton Place in 1870. In common with many other old employees of the road (one of whom at least, ex-conductor A. F. Chapman, continues to reside in Ottawa), Mr. Spencer had numerous stories of interest to tell of the days of the wood burners and hand

brakes. On one occasion his train took eight and a half days to travel from Brockville to Sand Point, so heavy was the snowfall. As for pay, he worked for 92 cents a day for two years and when an increase finally came it gave him wages of \$1 per day.

Had two sons.

The old conductor had two sons, each of whom made his mark as a railwayman. One of them, Charles. W. Spencer, started his career as a telegraph operator and clerk in the Ottawa station of the Canada Central in 1871 and rose from the ranks to become, first, general superintendent of the Eastern Division of the C.P.R., then general superintendent of transportation on the C.P.R. eastern lines, and finally general manager of the Canadian Northern and other Mackenzie and Mann lines east of Fort William. His untimely death in 1911 was generally lamented in the world of railroading.

The other brother, Harry. B. Spencer, started as a messenger for the Montreal Telegraph company at Ottawa, he was promoted to the key and thence joined the Grand Trunk as an operator and despatcher. In 1870 he transferred his services to the Canada Central, where he served in a variety of capacities - as telegraph operator, assistant agent, agent, brakeman, train baggage man, conductor and train despatcher - until he became superintendent of the Ottawa division of the C. P. R., a position he relinquished two years ago after a long period of faithful service.

Went to England.

Besides Archer Baker (who closed his railroading career as European traffic manager for the C.P.R. with headquarters in London), two other Bakers entered the C.P.R. service via the Canada Central. Walter R. Baker, now of Montreal, was local freight and passenger agent for the Canada Central in Ottawa in 1873-74 and afterwards rose to become secretary and assistant to the president of the C.P.R. The third brother, Frederick Baker, who died recently in Vancouver, was paymaster for the C.P.R. in that city until two years ago.

F.M. Spidal, a division superintendent with both the Canadian Pacific and the Canadian Northern, got his start on the Canada Central, and the list might be extended to include many more officials, among them A.J. Dana, who was purchasing agent for the CPR at Vancouver, and Johnston Elliott and George T. Fulton, long associated with the mechanical department of the C. P. R.

17/08/1926 Ottawa Journal Canada Central

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 this 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."