

Local Railway Items from Area Papers - 1876

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.

07/01/1876 *Ottawa Citizen*

QMO&O

The parties holding claims against the contractors for work performed on the Northern Colonization Railway in Ottawa County are now sending them to Attorney General Church. It is expected that he will make provision for their settlement with the new contractors. A rumour is in circulation that an interested party will visit Ottawa County next week, and will endeavour to buy up all the claims he can at a reduced rate.

08/01/1876 *Ottawa Citizen*

Kingston (CP)

About a week since Shanley's [sic] surveying party returned to the city and the plans showing the details are now being made out. Mr. McGuinn had charge of the County of Frontenac line, and Mr. Ellis has the Pembroke branch. The survey has been most complete, and will lead to an easy settlement of the litigation between the county and company.

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.

17/01/1876 *Ottawa Free Press*

Tramway

Haycock tramway

The work of laying the tramway between the disseminated deposits and the factory has been commenced, and will be prosecuted as rapidly as possible. --

Ottawa Iron and Steel Manufacturing Company - detailed description of operation. So far have produced raw iron but proposed to build a rolling mill.

Buildings and machinery at the company's works is listed in detail and includes:

6¼ miles of tramway, connecting works with the river navigation - 31 cars thereon.

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.

25/01/1876 *Ottawa Citizen*

St. Lawrence and Ottawa

Pullman cars will commence running between Ottawa and Montreal and Ottawa and Toronto early next week.

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.

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.

31/01/1876 *Ottawa Citizen* *QMO&O*

The Montreal, Ottawa and Western Railway. It is said the engineers on this road will be paid their overdue salaries next week, but it is not known when the sub-contractors will get their money. This delay is causing much suffering and trouble along the line, as many poor people are dependent upon the contractors for several months' earnings. Nearly three months ago the Government sent out Mr. Paterson, C.E., to go along the road and inspect work done, and surely by this time he has been able to make some report; the Government, beside, has the statement of Mr. Light, C.E., as to the amount of work done. - Witness.

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.

05/02/1876 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott Junction*

As the Express on the St. Lawrence and Ottawa R.R. left the Prescott Junction this morning the Pullman car became detached, and was not missed until the train had proceeded several miles along the road. The occupants of the car were somewhat alarmed at being thus left on the track, but their fears were soon allayed by the re-appearance of the train, which took them on their way rejoicing.

16/02/1876 *Ottawa Citizen* *QMO&O* *Montreal*

Quite a stir was caused by the civil engineers writing to the papers and saying that the work on the Montreal, Ottawa and Western Railway has been badly done.

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.

03/03/1876 *Almonte Gazette* *Huron and Quebec* *Almonte*

H and Q R

The Reeve, A. Code, Esq., M. P. P., called a meeting of the ratepayers on Thursday evening last, to take into consideration, for the last time, whether or not it was advisable to grant a bonus to the H. & Q. railway. The meeting was numerously attended. The Reeve, who presided, very ably gave a preliminary address on the subject, and then introduced Mr. Fowler, who fully explain away all erroneous ideas, of which there were many, existing in the meeting's mind. Several of the ratepayers discussed the advantages of having the railway pro. et con., and although the voice of the meeting was not taken it was observable that it was in favour of granting a bonus. On the following day the voting on the bylaw came off, and was carried by a majority of two - there being 78 for and 76 against it.

03/03/1876 *Almonte Gazette* *Huron and Quebec*

H. and Q. Railway

The following is the result of the voting on the 25th inst., upon the bylaw granting \$125,000 from the seven municipalities to the Huron and Quebec Railway Company : South Sherbrooke 48 for 66 against; Drummond, 50 for, 160 against; one pollingdivision not heard from, but will give a majority against the bylaw; Bathurst, 46 for, 179 against; North Elmsley, 2 for 9 against; one division not heard from, but will go heavily against the bylaw. Total for bylaw, 224; against 824. majority against, 500.

04/03/1876 Ottawa Free Press Huron and Quebec

Lanark County voted against a by law to grant a \$125,000 bonus.

06/03/1876 The Times, Ottawa Kingston (CP) Kingston

The Kingston and Pembroke Railway have commenced the work of filling in the space in front of the market battery. It is the intention to lay another line of rails as soon as possible alongside the Grand Trunk track in order to accommodate the increasing traffic. It has been decided that the passenger depot of the railway will be located here.

06/03/1876 Ottawa Free Press Kingston (CP) Kingston

The Pembroke Railway have commenced the work of filling in the space between the Battery wall and the Grand Trunk Railway.

06/03/1876 Ottawa Free Press St. Lawrence and Ottawa

Since the Pullman cars have been running on the St. L. & O.R.R., the sleeping coaches "Rideau" and "Pacific" have been converted into drawing room cars for the day express trains.

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.

17/03/1876 Almonte Gazette Huron and Quebec Merrickville

Railway Meeting

A railway meeting was held in the (Merrickville) Town Hall on Saturday, 11th inst., to reconsider the question of that all absorbing topic, the Huron & Quebec Railway. Speeches were delivered by the following gentlemen: Hy. Merrick, Esq., M.P.P., E.H. Whitmarsh, and Messrs Derrick, Jakes, Easton and Magee. After a very animated discussion they finally came to the understanding that the chairman (E.H. Whitmarsh, Esq.) should be instructed to write to the President of the H. & Q. R.R., and see upon what terms they would construct the road - the H. & Q. R.R. as a trunk line. And the B. & O.a branch from Irish Creek

23/03/1876 Ottawa Free Press St. Lawrence and Ottawa

Last evening as the St. L. & O.R.R. train, due here at 7 o'clock, was approaching the city, and was near Cummings Bridge, it was found that the freight train in front of them, not being provided with a snow plough, had got stuck in the snow. The passengers were obliged to turn out and assist in clearing the snow away, before the two trains could proceed on their two journeys. The passenger train was delayed about an hour.

24/03/1876 Almonte Gazette Huron and Quebec Merrickville

H. & Q. R

A deputation left here (Merrickville) on Monday evening to attend a meeting of the above Railway Co., at Peterboro on Tuesday. Prospects are brightening and the people are waking up to their need of a railway.

24/03/1876 Kingston Daily British Whi Canada Central

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

27/03/1876 Ottawa Citizen St. Lawrence and Ottawa Montreal Road

Early yesterday morning two freight cars on the St. Lawrence & Ottawa Railway, when near the Montreal Road crossing, ran off the track. They were slightly damaged. Shortly after the accident occurred a man called at the police station and said that a large number of men and women were killed and wounded and he wanted to take out medical assistance to them. The intelligence naturally created considerable excitement, and the policemen started off for the scene of the tragedy. On their way out however, they met a gentleman who was on the train at the time of the accident. He told them that everything was safe, and with the exception of a slight accident to the two freight cars no damage was done. The excited individual who gave the police information in the first place left the station, stating that he would get some cabs in which to convey the dead and wounded to the city.

07/04/1876 Ottawa Citizen Ottawa City Passenger

Down in the slush. The front bob sleigh of street car No. 5 ran away from the hind one last night on Sussex Street and made the occupants leave their seats unexpectedly. No one was hurt.

08/04/1876 Ottawa Citizen Ottawa City Passenger

The street cars are on wheels today. The change is an agreeable one, particularly for the horses.

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.

13/04/1876 Ottawa Free Press St. Lawrence and Ottawa Rideau River

Since Saturday afternoon last the passengers on the St. Lawrence & Ottawa railway have been brought into the city by way of the Chaudiere station. The track between the Lower Town depot and Cummings Bridge is still submerged, but it is intended to send out a train this afternoon. The Company's loss will not be very heavy.

14/04/1876 *Almonte Gazette* *Huron and Quebec*

MORE RAILWAY - Mr. Fowler, the Railway agitator and perambulator, was badly discomfited on his interior railway projects in North Leeds, but is now attacking South Leeds earnestly, in the interest of the Huron and Quebec railway. A large meeting was held in the Town Hall, Newboro', on Saturday last, Dr. Preston, M.P.P., in the chair to meet Mr. Fowler half way in his scheme and the consequence of this meeting was that a large deputation have left for Peterboro', to wait upon Mr. Fowler and the Board of Directors, and the Newboroite's feel confident as to the result since Lanark has refused any help to the railway. The country between Irish Creek and Newboro presents very little difficulty to this undertaking Being level, and few will be the votes recorded against a bonus grant.

15/04/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

The Pullman car now running on the St. Lawrence & Ottawa Railway between Ottawa and Toronto will be withdrawn after Monday next.

18/04/1876 *The Times, Ottawa* *Ottawa City Passenger*

In a day or two the street railway track will be clear when broken wheels and tortured "edging carts" will be in order. Why not use the cars for the same purpose?

21/04/1876 *The Times, Ottawa* *Ottawa City Passenger*

Just now the conductors of the street cars are feeling a little of the inconvenience which other Jehus feel while driving along the track, and passengers by the said cars suffer tortures as bad as the inquisition, while taking passage from one end of the city to the other in the cars. On Sparks Street is the journey particularly disagreeable, and not infrequently dangerous.

21/04/1876 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River*

The Freshet.

The new railway bridge, owing to its construction, has stood the shock well, sustaining not the slightest damage. The old bridge above, however, is much lower and as there is a jam of ice above it, has received a good shaking.

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 if agreement on the part of the contractors. The rails are expected to be laid into town by next Saturday. *Pembroke Paper*.

22/04/1876 *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company have presented \$100 to the Corporation as their quota of the expense incurred in removing the ice from Sparks and Sussex streets. The sum was paid out to the laborers this morning.

22/04/1876 *Ottawa Free Press* *Ottawa City Passenger*

The first trip of the season was made by a street car about two p.m. today.

24/04/1876 *Ottawa Citizen* *Eganville* *Eganville*

A general feeling of uncertainty prevails with regard to the extension of the C.C.R. through here which time will only remove.

24/04/1876 *The Times, Ottawa* *Ottawa City Passenger*

The cars of the street railway company were run for the first time this season on the rails on Saturday, and for the comfort of all passengers. It is hoped that they will continue to run for a good long time.

On Saturday the street railway paid over the sum of \$100 to the Corporation as their share of cleaning the ice from Sparks and Sussex Streets.

25/04/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

A Citizen reporter called upon Mr. Thos. Reynolds, Manager of the St. Lawrence & Ottawa Railway this morning, in reference to a paragraph which appeared in the Times to the effect that the Canada Central and St. Lawrence & Ottawa Railway Companies are to amalgamate on the 1st of May next, and that the freight and passenger rates are to be increased 50 per cent. Mr. Reynolds stated that the rumor was perfectly absurd and utterly devoid of truth. The two companies are merely adjusting their tariffs as they have done at this season for many years. It is thought however, that a slight increase will be made on the passenger and freight rates as existing, but no final decision had been arrived at.

27/04/1876 *Ottawa Citizen* *Union Forwarding*

The annual meeting of the Union Forwarding and Railway Company was held in Montreal on Saturday last.

28/04/1876 *Ottawa Free Press* *QMO&O* *Gatineau.*

Gatineau - Two coffer dams belonging to the railroad bridge have been carried off. A little labor in cutting the ice would have saved them.

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.

11/05/1876 *Ottawa Citizen* *Tramway* *Baldwin's mill*

The Chaudiere lumber yards are completely submerged, and it is feared that unless the water soon subsides, numerous piles of sawn lumber will be carried down the river. During the last 36 hours the river has risen seven inches every 12 hours. This morning the strong current weakened one of the piers supporting an elevated railway in Mr. Baldwin's yard, and finally carried it away altogether. More.

11/05/1876 *Ottawa Free Press* *Tramway* *Perley & Pattee*

Water is flowing down through Messrs. Perley & Pattee's yard and rushes down the road on to the Suspension bridge -- It looks very odd indeed to see a river running through the wood piles -- the tram railway is submerged.

12/05/1876 *The Times, Ottawa* *Ottawa City Passenger*

Operations are being pushed on in the matter of relaying Duke Street with rails for the street cars, and will probably be finished in a few days.

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.

16/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

It is expected that the repairs to Duke street will be finished today, and the street cars will be able to go over the whole route tomorrow. The street cars still only run as far as the Western end of the Victoria Bridge, but passengers are not compelled to pay less than 6 cents fare. This is a free country and a man can walk if he chooses not to ride.

16/05/1876 *Ottawa Citizen* *Tramway* *Baldwin's mill*

Yesterday afternoon four piles of Mr. Baldwin's lumber tumbled into the water and carried with it about one hundred feet of an elevated tramway.

17/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

The Duke Street track. The track on this street will be completed today and the cars will then run through to the Chaudiere Bridge.

17/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

The street cars will run up Duke street today to the Chaudiere bridge. Another track will be laid shortly.

19/05/1876 *The Times, Ottawa* *Ottawa City Passenger*

The street railway cars yesterday resumed running to the end of Duke Street, but not the entire length of the track. This will not be attempted until the waters have subsided.

19/05/1876 *Almonte Gazette* *Huron and Quebec* *Lanark*

The railway.

A very large and enthusiastic meeting of the ratepayers of Lanark village and surrounding country was held in Lanark on Friday last. As a result of opinions expressed the electors pledged themselves to do their utmost to secure a bonus of \$100,000 from the County in aid of the Huron and Quebec Railway by Lanark village and Carleton Place, Lanark pledging itself to a bonus of \$15,000. We hope that all along the route the views of the people will be similarly tested, and that Mr. Code will forthwith call a meeting of the ratepayers of Carleton Place, who have always upheld the railway by this route. Since the foregoing was written we have received two reports of the Lanark meeting. From them we gathered that in addition to the above facts it was agreed that the Council's and leading men of the several interested localities be requested to attend a convention to be held on Friday, 26 inst., in Lanark, to consult upon the matter, and consider the means and groupings for a bylaw to present to the people through the County council at its June session. The prospects of the Huron and Quebec Railway on now assuming a decided and encouraging aspect, and it is hoped that all the parties invited as well as those interested will be prompt in attending the meeting on that date - Canadian.

19/05/1876 *Ottawa Free Press* *L'Orignal and Caledonia*

It is said that an endeavor will be made this summer to complete the Caledonia Springs Railway.

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.

31/05/1876 *Ottawa Free Press* *Ottawa City Passenger*

When you see an edging boy trying to work his way home with one wheel off his cart, it is safe to infer that he has been fooling about the street railway tracks. Thus was it with one we saw on Sparks street this morning.

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.

09/06/1876 *Almonte Gazette* *Huron and Quebec* *Lanark*

H & Q R.

The people of Lanark village appear to be fully alive to the advantages which would necessarily accrue from having a line of railway pass through their midst, and, along with a good many others of the county, are warmly advocating the granting of a bonus of \$90,000 to aid in the construction of the Huron and Quebec railway from Peterboro' to Carleton Place, by way of Lanark Village, said bonus to be granted by the townships of Lanark, Dalhousie, Lavant, North Sherbrooke and Darling, and portions of Bathurst, Drummond, Ramsay and Beckwith, and the villages of Carleton Place and Lanark. A meeting for the discussion of the matter, and at which Messrs. A. Code, Wm. Lees, John Playfair and several other leading men of the county spoke, was held in Lanark Village some days ago, when a resolution was unanimously passed to the effect that a by-law granting a bonus of \$90,000 be submitted to the ratepayers of the several municipalities which we have just named. All the gentlemen who addressed the meeting spoke strongly in favour of the scheme, and all present seem to be quite confident of the ultimate success of the enterprise.

12/06/1876 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott*

The railway ferry boat is again on duty, and making the regular trips, after having been recently thoroughly overhauled and put in first class order at the Ogdensburgh shipyard.

12/06/1876 *Ottawa Free Press* *L'Orignal and Caledonia* *Caledonia Springs*

Fifteen thousand railroad ties belonging to the old Caledonia Springs Company were sold at L'Orignal last week at public auction for \$400.

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.

17/06/1876 *Ottawa Citizen* *QMO&O*

Mr. McDonald, contractor for the Northern Colonization, inspected the route of that railway through Ottawa County this week.

Reports from a gentleman who has recently travelled over this line indicate that rapid progress is being made with the construction of the bed of the road. The grading of the road from Montreal to Grenville is finished and that part of the line is ready for the work of engines in track laying, etc. From Grenville to Aylmer the work is not so far advanced, but rapid progress is being made. Work on the masonry for the piers of the Gatineau bridge will be commenced as soon as the water is low enough to permit the work being done. We are not aware whether the contract for the bridge - iron - is given out or not, but the pushing of the work of other portions would indicate that it had, and the prospect is that it will be completed this fall.

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.

23/06/1876 *Ottawa Free Press* *QMO&O*

The Government engineers are busily engaged running a new line for the Montreal Western railroad, striking off near the Leamy lake as practicable a route as possible for Aylmer. The only cause for the new route is the opposition and high price of land asked by owners of property where the Hull station was laid out at first. It is thought that the Hull station will be somewhere near Mr. Brigham's residence on the Chelsea road. Mr. Sullivan is engaged in the new survey and is endeavoring to point out the most practicable route.

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.

30/06/1876 *Almonte Gazette* *Huron and Quebec*

THE RAILWAY.- a new bylaw has been introduced into the County Council, now in session, providing for assisting the Huron & Quebec Railway company to the amount of \$90,000, to be given by way of a bonus by the municipalities of Lanark village and township, Dalhousie, Darling, Carleton Place, the rear of Drummond and Bathurst, and those sections of South Sherbrooke, Beckwith and Ramsey intersected or near to the line of the proposed railway which is to run by way of what is known as the northern route. We presume the council will allow the bylaw to go before the ratepayers interested, and allow the people themselves to fight the matter out upon its merits at the polls, and if such be done, the ratepayers will have a chance of expressing an opinion upon a matter which to them is a vital one, in about a month hence.

It is yet premature to argue the case on its merits, as the bylaw is not yet before the people; but the same arguments that applied in favour of the scheme when it came before the electors along the southern route will also hold good in this case, and no farmer contiguous to the line of route, be it through the northern or southern end of the country, should be so dead to his own interest as to vote against a reasonable bonus in order to secure the road past his door. Should the people along the route laid down in the present bylaw support the scheme as they should, and in the way of granting this bonus, they will have done much to secure the road, and advanced their own material interests. We should be able to give the action of the Council in our next issue.

(From the Arnprior Review)

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.

03/07/1876 *Kingston Daily British Whi* *Kingston (CP)*

RAILWAY MAILS. - the days of the old stagecoach are being gradually- slowly, but surely- measured in Frontenac. On Saturday the K. & P. Railway began the carrying of mails, as promised a few weeks since, North, under contract with the Post Office Department of Canada. A mail clerk will in due time be placed on the line. As the train leaves at 3:00 p.m., the mails will probably close at 2:30 o'clock, an hour earlier than before. The offices of Elginburg, Glenvale, Murvale, Sydenham and Harrowmith will receive a daily delivery; Railton will be served on Tuesdays, Thursdays and Saturdays; and Sharpton on Tuesdays and Fridays. Other offices farther back will be benefited by the speedy transit. The stage to Harrowsmith was discontinued on Saturday, being mustered out by steam.

04/07/1876 *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway Company are making the necessary arrangements for laying a track over the new Chaudiere Bridge as soon as that structure is completed. The cars will then run as far as the Suspension Bridge.

05/07/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

Thirteen car loads of citizens left by the St. Lawrence and Ottawa this morning to witness the American celebration of their national day. The Independent Cornet Band accompanied the excursionists.

05/07/1876 *Ottawa Free Press* *Ottawa City Passenger*

Two street cars tried to pass over Pooley's bridge on the same track, last evening, the final result being that the passengers in one of the cars were landed on the street, and the car dragged overland to a point where it gained the track again.

05/07/1876 *Ottawa Free Press* *QMO&O* *Gatineau Point*

Gatineau Point 4th. Mr. D. Bellefeuille arrived last night and is paying the land owners the right of way. Messrs. Starrs & Delaney will now proceed with the earth work on the R.R.

06/07/1876 *Ottawa Citizen* *QMO&O*

The M., O. & W. Railway. Farmers along the line of the Montreal, Ottawa and Western Railway have become so suspicious of contractors and commissioners, in consequence of not being paid satisfactorily for the debts incurred by the late contractors, that they will neither give right of way, labor nor anything else without cash down.

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)

08/07/1876 *The Times, Ottawa* *Kingston (CP)*

The Kingston and Pembroke Railway has given orders for the immediate location of the lines between Sharbot Lake and Mississippi River.

14/07/1876 *Ottawa Citizen* *Tramway* *Parliament Hill tramway*

The wooden tramway which was erected west of Dufferin Bridge a few years ago, for the purpose of having the cuttings from off the Parliament Grounds conveyed to Majors Hill, and which has not been used since last fall, is being demolished. The rails and ties were removed on Saturday, and the woodwork will be offered for sale by auction. The old house on Majors Hill, which has been used as a blacksmiths shop by Mr. Gibson, has been torn down. These steps indicate that no more material from the Parliament Hill will be conveyed in that direction.

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.

18/07/1876 *Ottawa Free Press* *Ottawa City Passenger*

It is expected that the new Chaudiere bridge will be open for travel tomorrow, the street railway obstructions being nearly removed.

19/07/1876 *Ottawa Free Press* *Ottawa City Passenger*

Opening of the Chaudiere bridge.--

The Street Railway Co. are desirous of laying a double track over the bridge, and also to have a switch at either end. This action is strenuously opposed by the lumbermen and others, and the matter is still in abeyance.

20/07/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

A special train will leave tomorrow morning at 8 o'clock for Prescott, connecting with the steamers of the Royal Mail Line for the east and west.

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.

25/07/1876 *Ottawa Citizen* *QMO&O* *Hull*

Work will probably commence on the railroad immediately. Parties are looking for hands and are offering \$1 per day for men and \$1.75 for single horses. The new route is to be taken up and pushed through to completion as soon as possible. There has been so much delay and trouble about the construction that people have almost lost confidence in the affair.

26/07/1876 *The Times, Ottawa* *QMO&O* *Hull*

Work commenced today on the railway and it is believed that the work will be pushed ahead and no more stoppages will take place until the road is finished. They commence on this section by Leamy's, and the road will be by the new route, near the mountain. About eighty men are wanted immediately for this part; wages to be \$1 per day, and with horse and cart \$1.75. It is hoped to give a start to business, men have been idle so long and have had during last winter to run up accounts at the different groceries and work having been so fluctuating this season that they have not been able to pay any of the old score, and in a great many cases have gone behind this summer. It is hoped the new contractors will use the farmers and laborers they have to do with in better manner than the old, the public will not forget in a hurry the loss they have incurred both in wages and material supplied.

26/07/1876 *Ottawa Free Press* *QMO&O* *Lochaber*

The former contractors on the Lochaber section of the Montreal & Western R.R., as in many similar cases, neglected to pay the poor farmers and others employed by them in building the road. Indignation meetings were held, and the people resolved that the road in that section SHOULD NOT BE PROCEEDED WITH unless the claims of the laborers were paid.

The contract was afterwards let to Martin Bros., and on Monday last they put some 15 or 20 men at work on the line. They had not been working long when a gang of some

SIXTY MALCONTENTES

headed with a piper, appeared on the scene, and after a noisy time, compelled the men to quit work. So far as we learned, however, no violence was committed. Word was at once sent to Mr. Rouleau, District Magistrate, and he left this morning for the scene of the trouble. Public feeling runs high, but it is expected that matters can be satisfactorily arranged.

26/07/1876 *Ottawa Free Press* *QMO&O*

Dame Rumor says that the sub-contractors were engaging men yesterday to work on the Montreal & Western Railroad in the vicinity of Templeton --

Later information says there will be not be anything done on this side of the Gatineau river until everything is settled regarding the route from gatineau west. It appears the company want nineteen acres of land within the city limits where the road was first laid out. The owners ask \$5,000 per acre, whereas the company and those who are experienced judges of property say that \$500 per acre would be more like the suitable price for the land in question. Should terms not be arranged for the property, the chief engineer states that the newly arranged route will be selected and no station or anything else located in Hull. --

27/07/1876 *Ottawa Free Press* *Ottawa City Passenger*

The difficulty in regard to the laying of a double track over the Chaudiere bridge lies in abeyance, waiting a communication from Mr. Keefer, who is at present out of town. It is not thought that the company will insist on laying a double track.

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.

04/08/1876 *Almonte Gazette* *Huron and Quebec*

H. & Q. Railway Bonus.

At last the agony of suspense is over: the bylaw granting a bonus of \$90,000 to the Huron & Quebec Railway has been triumphantly carried. The propriety of granting or refusing this bonus had been pretty fully discussed through the columns of the press and elsewhere prior to the day of polling, and now that the bylaw has been carried by a large majority of the "free and independent," we may take it for granted that the voice of the sovereign people has been heard in the land. In this free country of ours every man has a perfect right to his own opinion on such a matter as this, and we have little doubt that the majority of those who have all along so vigorously opposed the passage of this bylaw were quite conscientious in the opposition, and acted all the while in perfect consonance with their own independent convictions. But now that their cause has been lost by such an overwhelming odds, it becomes them to eat the leak of the disappointment with that good grace which ought always to characterize the honorably defeated; to bury forever old animosities that may have been engendered by the late contest; and to conduct themselves in future, as regards the carrying out of the several provisions of the bylaw, in their fullest accordance with the wishes and feelings of the majority. Any further opposition will only tend to embarrass those whose work it will be to carry the scheme into effect, while it will not be productive of the smallest possible good to anyone.

The vote was taken on Friday, the 28th ultimo, and the following is the detailed result details omitted

Total, 639 for 73 against

Making a majority in favour of the bylaw of 566. South Sherbrooke is to hear from, but the result there will make but little difference in the total majority.

07/08/1876 *Ottawa Citizen* *Aylmer branch*

Councilor Mulligan, of Aylmer, who furnished the old contractor for the Northern Colonization Railway with \$6,000 worth of ties, has received the assurance of the Chief Engineer that his account will be settled shortly. The Local Government intend paying off all old claims in this district shortly.

08/08/1876 *Ottawa Free Press* *QMO&O*

The grading work on the North Shore Colonization Railway, between Gatineau Point and the Blanche is being rapidly pushed forward by Mr. M. Starrs, the contractor. It is expected the entire section lying between the points named will be graded before the winter sets in.

17/08/1876 *Ottawa Free Press* *Ottawa City Passenger*

Last night one of the street cars ran off at the corner of bank and Sparks street, and such was the impetus that the vehicle was carried to the sidewalk, where the horses were thrown. After some difficulty matters were righted, and the car proceeded on its journey.

18/08/1876 *Ottawa Citizen* *Tramway* *Parliament Hill tramway*

All the mud cars which were lying idle on Majors Hill all summer have been drawn away to the St. Lawrence & Ottawa station for the purpose of shipped west, to be used on a section of railway which is being built by Mr. Gibson, whose property the cars are.

18/08/1876 *Ottawa Citizen* *QMO&O* *Calumet*

Yesterday afternoon a horrible accident occurred on the line of the Northern Colonization Railway near the Calumet bridge. A young man named Conhey, with several fellow workmen, was in the act of raising a heavy stone with a derrick when one of the ropes broke. The derrick suddenly flew back and struck him on the head with such force that death was instantaneous. More. Accidental death returned.

21/08/1876 *Ottawa Citizen* *QMO&O*

It is said that in consequence of the laborers' wages having been reduced on the Northern Colonization Railway in Ottawa County, some of the men have struck work and threatened to use violence towards the foreman.

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.--

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 *Ottawa Free Press* *QMO&O*

The railroad embankment at the Gatineau has not resumed operations. The men went up yesterday morning but would not commence work until paid for what they had already wrought. They were promised their pay today.

26/08/1876 *Ottawa Free Press* *QMO&O*

The latter part of last week Mr. Duhamel M.P.P., and Mr. J.M. Currier M.P.P., were at Quebec to confer with the Government and the railway corporations relative to railway matters in Hull. Their mission was to advocate the adoption of the front route to Aylmer, and especially to secure a railway branch from the main line to the mills along the river, which they did in a credible manner. They were given to understand that the location of the route from the bridge crossing the Gatineau River to Aylmer, would much depend upon the cost of the right of way. It seems that land owners along the front route very foolishly ask fabulous prices for the same. --

30/08/1876 *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway Company intend extending their track from the new Chaudiere Bridge to the Suspension Bridge.

01/09/1876 *Ottawa Free Press* *Ottawa City Passenger*

Chaudiere bridge is load tested.--

It was generally understood when the bridge was finished that one street railway track was alone to be allowed, but it appears that the charter of the company gives them almost unbounded powers and yesterday men were at work laying the second track.

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.

07/09/1876 *Ottawa Citizen* *St. Lawrence and Ottawa* *Rideau River*

The St. Lawrence and Ottawa Railway Company are having a new Howe Truss Bridge constructed instead of the old one, which spanned a narrow channel of the Rideau River at the east side. It will be a decided improvement on the old one.

07/09/1876 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River*

The St. L. & O. R.R. Company is at present building a new Howe truss bridge over the second channel of the Rideau River. It will be a great improvement on the old structure.

07/09/1876 *The Times, Ottawa* *Ottawa City Passenger*

One of the drivers of no. 6 street car was discharged yesterday for carrying passengers free.

08/09/1876 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau River*

The St. Lawrence and Ottawa Railway is at present engaged in building a new bridge over the second channel of the Rideau River.

09/09/1876 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River*

The St. L. & O. R.R. authorities this morning closed the railroad bridge over the Rideau River to foot passengers.

12/09/1876 *The Times, Ottawa* *Ottawa City Passenger*

Kind Conductor. Yesterday evening at half past six o'clock as the street car was coming from New Edinburgh along Sussex Street, the passengers heard the cackling of a hen and were much surprised at the same, as they could see nothing in that line on board. At last they noticed a small boy's face getting very red, and, on watching him narrowly, he grew so nervous that he lifted his feet and disclosed a nice white hen, which he had imprisoned under the seat and kept there with his feet. The hen, however, took a mean advantage of the boy's condition and flew out when opposite the Cathedral and took refuge in a vacant lot. The street car was immediately halted and the youth, with several passengers, assisted by a terrier dog, started in pursuit. After considerable time had elapsed, they caught the chicken, and the street car pursued its way as if nothing had happened.

15/09/1876 *Ottawa Citizen* *Tramway* *Perley & Pattee*

Yesterday afternoon a streetcar while crossing the Chaudiere bridge was struck by a large flat car laden with planks from Perley & Pattee's mills, the result being damage to the extent of \$100. A woman seated in the car at the time was thrown from the seat and badly cut about the face.

16/09/1876 *Ottawa Citizen* *Ottawa City Passenger*

Men are at present employed clearing the track of the street railway at McLaren's mill. The same might be done at several other points along the line with advantage to the Company and the public.

18/09/1876 *Kingston Daily News* *Canada Central*

CANADA CENTRAL RAILWAY. --The adjourned annual meeting of the shareholders in the Canada Central Railway was held yesterday at the offices, Elgin street. The old Directors were re-elected, namely : Mr H. L. Redhead, Hon. James Skead, Mr H. V. Noel, Mr E. McGillivray, Mr John Ashworth, Mr Wm. Moffat, Mr John Smith, Mr James O'Halloran, Mr N. Peters, and Mr D. McIntyre. -Ottawa Times..

22/09/1876 *Renfrew Mercury* *QMO&O* *Hull*

Hull September 18th. - Mr. DeBellefeuille, of Montreal, has paid about \$40,000 to the different owners of the land for the Montreal, Ottawa and Western railroad in Hull township and city alone. He left for Montreal on Saturday night. The officials in the registry office are having a hard recording the various deeds. Some of the notaries are reaping quite a harvest from the event. A few of the land owners have refused the offer made for their land, which will be settled by arbitration. The prices paid for property in this vicinity ranged from three hundred to one thousand dollars per acre.

22/09/1876 *Renfrew Mercury* *QMO&O*

From the Pontiac Advance. Work is now progressing on the Gatineau bridge for the Montreal, Ottawa and Pontiac Railway [sic], and grading is being done on this side of the bridge up to where the two surveyed routes diverge. It appears matters are not all satisfactorily arranged with the dissatisfied land proprietors, consequently nothing is being done beyond this point of divergence. Between the Gatineau bridge and Montreal, work is being pushed ahead with extraordinary vigor. The Railway Commissioners are now drawing upon the money obtained by the load effected by the Hon. L.R. Church.

26/09/1876 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau River*

NO THOROUGHFARE. This placard is still conspicuous at either end of the St. Lawrence and Ottawa Railway bridge at New Edinburgh. This new structure has just been completed and it is a decided improvement on the old one. Trains are now entering the Sussex Street depot as usual.

26/09/1876 *Ottawa Citizen* *L'Orignal and Caledonia*

Work to resume. More.

This morning a Frenchman arrived at the St. Lawrence & Ottawa Railway depot and checked a box to St. Dominique. He said it contained baggage, but it resembled a coffin very much, and P.C. Schwitzer was tempted to open it. On taking the cover off he found that the box contained the dead body of a child about eighteen months old. At first the officer suspected foul play, but he was satisfied that everything was right, and that the Frenchman merely wished to send the corpse as baggage to save expenses. The man worked on a barge and satisfied Schwitzer that the child died from natural causes.

29/09/1876 *Ottawa Citizen* *Aylmer branch*

Mr. Chas. Devine of Aylmer, ex-Warden of Ottawa County, was in town today. He says grading on the Aylmer section of the Northern Colonization has not yet been resumed although the contractors have purchased the right of way from several parties along the route.

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.

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.

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

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

03/10/1876 *Kingston Daily British Whi* *Canada Central*

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

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

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

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

More

06/10/1876 *Almonte Gazette* *Canada Central* *Pembroke*

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

06/10/1876 *Renfrew Mercury* *QMO&O*

From the Aylmer Times. Contractor Leamy is still pushing the work on his portion of the railroad west of the Gatineau river. The greater part of it is graded for the ties. Mr. Sullivan is progressing rapidly with the fencing of the road, having quite a portion of it completed. Large amounts of stone are on the ground and derricks erected for placing the stone on the flats for the construction of the piers in the gat river, which are three in number. All of them are now above water.

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

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

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

The Standard says it learns that the formal opening of the road to Pembroke takes place on Wednesday, the 18th inst., and that His Excellency Lord Dufferin and several prominent gentlemen, including the Ministers of the Dominion, Ontario and Quebec Governments, have been invited to a trip over the road to Pembroke.

To this list, we understand, may be added the M.P.'s and M.P.P.'s of the district and the Directors of the Northern Colonization and of the Kingston and Pembroke Railways, and newspaper representatives generally.

06/10/1876 Ottawa Citizen Aylmer branch

Mr. W. Kitchie, foreman to Mr. McDonald, sub-contractor on that section of the Northern Colonization Railroad between Aylmer Road and Gatineau Point, leave this afternoon with teams and derricks for the purpose of commencing work at the rock cut near the cemetery on the Aylmer Road. It is calculated that about 200 men will be employed on that section this winter.

07/10/1876 Ottawa Citizen QMO&O East Templeton

East Templeton. The sub-contractors on the railway are making good headway. Messrs. Starrs and Delaney have re-opened the sand pits here and are finishing off the grading rapidly, and are getting along well with blasting the rock cutting. Cass & McDougall are quarrying stone on the Dunning estate and are teaming it to the road for culverts.

10/10/1876 Kingston Daily British Whi 10 10 1876

To-day the Canada Central was formally opened to Pembroke. The K. & P. RR. whistle would have awakened the echoes of the northern town ere this if things had gone right.

11/10/1876 Ottawa Citizen QMO&O

A correspondent writes - Great dry and little wool seems to be the tactic of this road. The extensive arrangements to resume work on the Gatineau and Aylmer portion of the line amounts to five men, two boys and two carts about the size of wheelbarrows.

13/10/1876 Ottawa Citizen QMO&O Hull

Mr. Bellefeuille is paying up right of way claims on behalf of the railway company today. He is transacting his business in Mr. Archambault's office.

The railway contractors for this end of the route have opened an office in Mrs. Scott's building, joining Marsden's block.

A large number of men are at work on the stone bridge at Moore's Creek. (may not be railway related).

18/10/1876 Ottawa Free Press Canada Central Pembroke

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

18/10/1876 Ottawa Free Press Aylmer branch

A large gang of men are at present engaged on the line of the Montreal and Western R.R. near Mr. David Moores, Aylmer Road.

20/10/1876 Renfrew Mercury Canada Central Pembroke

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

24/10/1876 Ottawa Free Press QMO&O

On Saturday last the windlass used on the railroad bridge over the Gatineau river became loose and the crowbar used in turning it suddenly came out, removing the nose completely off the face of one of the workmen, and lacerating the thigh of another.

26/10/1876 Kingston Daily British Whi Canada Central

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.

27/10/1876 Kingston Daily News Brockville and Ottawa

B & O. R.R. - The Brockville Monitor announces that Mt. J.G. Richardson has been appointed President of this Road instead of Mr. Redhead, who was compelled to retire owing to ill health

27/10/1876 Renfrew Mercury Aylmer branch

From the Aylmer Times. The construction of the M. O. & O. Railway between Hull and Aylmer is now being vigorously pushed on. A great force of men and teams being engaged on the only really difficult piece on this section, the Benedict Hill. The plant and material for building the culverts is also being got on the ground, in order, we understand, that they may be constructed before the winter sets in.

28/10/1876 Kingston Daily British Whi Canada Central

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

09/11/1876 Ottawa Free Press QMO&O

Mr. Levi Dunning has opened up a large quarry at Gill's Wharf, from which stone is being supplied to the Montreal, Ottawa & Western R.R. contractors. Some twelve men are kept constantly at work. The stone is said to be unusually thick and of fine quality.

14/11/1876 Ottawa Free Press Ottawa City Passenger

One of Mr. McRae's coal carts collided, on Sparks street, this morning, with the street railway track, and it required the assistance of two policemen to remove the concern from the track in order to permit of the passage of the street cars.

16/11/1876 Ottawa Free Press Ottawa City Passenger

The New Edinburgh bridge has just been replanked and for two or three days the street car passengers were obliged to disembark at one end of the bridge, and resume their journey at the other end.

20/11/1876 Ottawa Citizen QMO&O Gatineau River

Last Thursday afternoon, as Robert Langedon, and another man, both being masons engaged in lowering a heavy stone into position, on one of the piers of the railway bridge in course of construction over the Gatineau River, the tug line broke and the consequence was that both were precipitated into the casing below. Langedon had two of his ribs broken and the other man was badly injured about the chest. Langedon was at once conveyed to his house and attended to by Dr. Henderson. The other unfortunate man lays at the works in a critical state.

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

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

27/11/1876 Ottawa Free Press St. Lawrence and Ottawa Gloucester

The train leaving the city at ten o'clock on Saturday night met with an accident at Gloucester station. At this point one of the freight cars got off the track, and despite the efforts of the train hands, it could not be replaced. It was then tumbled over into the ditch out of the way, the remainder of the cars were recoupled, and the train proceeded on its way.

The N.C. Railroad

It is now two months since Mr. John MacDonald commenced his contract on the Northern Colonization Railroad and he has accomplished much in that time. The masonry, which is completed between Hull and Aylmer, is a capital piece of work, and reflects credit both upon the contractors and the engineers. Grading is finished from Hull to past Mr. McKinley's residence, with the exception of a small piece of rock cutting at the graveyard. There are at present ten or twelve squads of men at work making as good a job as they did in the middle of summer. Two more months of such weather as we are now having would enable the contractor to finish his section altogether.

Railway Celebration.

To Sharbot Lake - Dejeuner and Hospitality of the K. & P. R R. - But one opinion of the road.

Yesterday, at the invitation of the Board of Directors of the Kingston and Pembroke Railway, the representative gentlemen of the city and county, made a journey over the line to Sharbot Lake. At 9 a.m. they gathered at the city depot as happy a crowd as ever left the city, all bent zealously on the enjoyment which the prospects of a pleasant trip, a bright day and an interesting tour of investigation could afford. The first sod - by which the way was turned in a spot that to the road does not touch, through one of those changes, which railroads are heir to was honoured with a flourish of trumpets, banquetings and all the enthusiasm which new hopes and energies can inspire. Since then the enterprise has had such dark days, and its directors such harassing troubles and wearying labor, that a celebration was as foreign to the mood as family prayer to a Hottentot. But now for a season the road has been successfully run for 45 miles, and the construction gangs have pierced the rocky hills and wilderness twelve miles further on; besides which the last great difficulty has been buried with the surrender of the County Council to that stern logic of law and fact. Therefore it was quite fitting that the road should ask its best friends to accept its hospitality, and take a share in celebrating the first and greatest triumph of the project, and the fusion of all interested in a desire for its welfare. Besides the acknowledgement of municipal indebtedness thus made, the directors had a still more commendable object in view - a practical demonstration of the thoroughness of the construction, the scientific mastery over deep cuts, almost unfathomable swamps, towering hills and high grades, such as perhaps only two or three short lines in America can show. What they did so successfully let the speakers themselves say.

The party was official purely, because with only one small hotel existing yet at Sharbot Lake, to step beyond that limit would have brought discomfort and failure upon the entertainment from very lack of accommodation. So if offence has been taken by neglected ones, let them, as usual, abuse fate and let the Directors go free. As the train of two comfortable coaches moved off the official count by the Returning Board took place with the sub joined result. The City Solicitor would have been added to the list, but muscle and weight prevailed against the crowd which endeavoured to convey him aboard when business at home demanded his self denial of the pleasure. The little incident drew forth remarks upon the forethought of the party and practicing what do they undoubtedly would have to undergo upon their return. The city solicitor counted out, and several parishioners not heard from, the vote stood:

Mayor Britton, the County Warden, Mr. McRory, G. A. Kirkpatrick, M. P.

Ex-Mayors Ford, Livingstone, Creighton, Brennan, Robinson (M. P. P.) Sullivan.

Ex-Wardens Godfrey, Mudie, Col. Cameron, Calvin, Graham (M. P. P.), Shipley, (M. P.)

Aldermen Allen, Price, McKelvey, Noble, White, McCammon, McRonnie, Power, Gildersleeve, (Prest. of Road,) Carnofsky, Carson, Dupuis, Tandy, Thibido, Pence.

County Councillors Sexton, Ruttan, Genge, Flynn, Strachan, Anglin, Dawson, Craig, Tapping, Smith, Joyner, Vanluven, Dennison, Cox, Burke, Watkins; the County Clerk, Treasurer and Solicitor.

Mr. John Carruthers, Sheriff Ferguson, Inspector Barker, Messrs. Johnson and McFarland, of the Daily News, Messrs. Folger, Swift, E. Chown, Rev. Mr. Garratt, of Harrowsmith, and Mr. Upper, Superintendent.

As the train sped out of the city some benevolent gentleman distributed packages which looked like good little books, and which turned out to be so profusely Illustrated that groups of four sat and looked at them intently, only losing interest during the minutes occupied in examining striking landscapes outside of the car windows or stopping at stations. The members who occupied the platforms of the cars, in the interests to see "what kind of a road it was, anyway," were struck at once on leaving the Grand Trunk branch with the change from jog-a-dy-jog and the jolting to smooth running rails and decided ease of travelling. This steadiness is due to a solid track, made so by perfect grading and the close laying of ties. The road for ten miles was pronounced all that could be wished for, and when the hill at Jackson's Mills had been scaled, and Hardwood Creek passed, the Alderman and County Councilors had began to see where their \$450,000 of bonuses had gone to. Indeed the innocence of these gentlemen upon the condition and merits of the road was one of the striking incidents of the day. The senior Alderman of the council, who is habitually skeptical and generally suspicious when the senior Alderman is not immediately concerned, went out in the full expectation of seeing a track laid down in as rough a way as a wagon road through swamp, and the sight of fine bridges, heavy culverts, and substantial track was an "eye opener" more powerful than the "opticals" in the corner of the first car. A colleague of the disappointed Alderman refused last fall to take an excursion on the line for fear of bodily consequences, and entered the car this morning with fear and trembling, but now he has sufficient faith and courage to ride on a cow catcher all the way out if it was demanded.

The first stop was made at Harrowsmith, where the villagers had assembled to greet the excursionists, and where a deal of handshaking occurred. The village is pushing ahead in building enterprise, which railways drive ahead of them, but is not yet provided with a station. The \$1,000 which the villagers were to have given for that purpose is not forthcoming - a clear case of duping, the railway man aver. Beyond this is a range of beautiful country for farming purposes, in the very centre of which stands the new Sigsworth station, built by Mr. Sigsworth and presented to the road. It is a very neat and substantial building, and stands as an exhibition of pioneer enterprise north ward. Mr. Sigsworth confidently hopes to draw a large trade to his station from Camden, to the richer portions of which he has an access that Harrowmith is deprived off, and which, especially in the absence of a station at that village, will build up Sigsworth rapidly. The next stoppage was made at Verona Bridge, where ex-Mayor Livingstone made it quite interesting to the party by showing where he spent thousands in getting a solid bottom for the track across this part of his section of contract, and which he did not reach till he had ample experience of disastrous slides. Here the locomotive took refreshments, the first water so far reported on the trip! The Mines Junction, Cold Lake, (which was frozen over, true to its characteristic), and Fish Creek were passed with their rugged hills, which Ald. Allen declared were not created for nothing, and which might really have millions in them if you could only draw a longbow of imagination. At Parham came a very welcome passenger, Reeve Tapping, the jovial backwoodsman, who tells a yarn with the freedom of a sailor, and cracks a joke with all of the vim of an ex-London policeman, which he is. Elbow Lake, Draffins, and then came Sharbot Lake, the party being landed at Shibley's Hotel, which with Doran's Mill, a mile above, and the lake itself with its beauties has received an extended notice a week since in the WHIG.

Mr. Shipley and Col. Flower at once made the party very much at home but as it was a tour of inspection, they proceeded up the track to the mill, where they saw the new settlement, and hazarded the prediction that it, and not the site of the hotel below, would be the main village on the lake, being more accessible from all that and more favorable to locating. It also was seeing the determined assaults of the first section of Col. Flower's men upon the hard limestone hills, which yield only before the force of dualin. Beyond this in the density of the forest, six miles of track are now ready for the rails, and the force of 650 men is hard at work upon the solid granite intervening and skirting the lake, The rock work being reserved for the winter, so that the men shall not be idle nor the progress of the road impeded. A salute of dualin explosions was fired in honour of the visit, and it made a wreck of the lately majestic rocks. The tourists fully expected to meet a hungry scalping knife or grinning tomahawk at every step so far north, but only one Indian was seen during the day, a very silent specimen, trading at Doran's store, who resolutely refused to tell how the soft leather for the mits which he had sold was tanned and dried, as if his secret had to diplomatic importance.

Upon returning to the hotel, the dinner began with a spread which was for all the world like a Mayor's banquet at the British, so well did it look and so varied the bill of fare, which lacked in no particular the delicacies of a city table. It was even of 'champagne to the masthead.' Keen appetites made doubly appreciative guests. Mr Gildersleeve presided, with Messrs. G. A. Kirkpatrick and John Carruthers, director of the road, and Mr. Price, it's solicitor as Vice-chairmen. On rising to propose the toast of "The Queen," Mr. Gildersleeve regretted the absence of Sir John MacDonald and Messrs. Grange and Deroche, members, who were unable to attend.

The national anthem, sang lustily, was followed by the toasts of "The Prince of Wales and Royal Family" and "The Governor General," the latter drawing forth fresh praises such as no Governor before Lord Dufferin ever earned.

"The Parliament of Canada" was proposed with a tribute to the members of the district for their devotion to our interests generally. Mr. Kirkpatrick,

member for Frontenac, replied cheerfully to a toast so well received. He would resign for the Commons, since there was only one place vacant in the Senate, and he did not aspire to it, resigning in favour of Mr. Shipley. [Laughter]. The toast was a fit one as the work of the members should be remembered be it good or bad. As the scraps of the smithy are welded together in one solid mass, so from the heat of the election contest came a Parliament guided by a constitution, which could lose nothing in comparison with one now struggling to elect a President, one who once inaugurated will rule as he pleases for four years, as unapproachable as Jupiter on Mount Olympus. Here when the people are dissatisfied they change their representatives and Government. A parliament representing the people so directly was worthy of its homage. He was pleased to take part in this fifty miles celebration of the road. He hoped next to be able to drink its prosperity in Pembroke.

Mr. Shipley had no aspirations for a senatorship. If it were left to his vote the whole body would be abolished as a useless thing. He was jubilant to-day to think that a dream so ephemeral years since as that of a railroad back through Frontenac was now accomplished, that we were actually approaching the magnificent Mississippi. He was a warm friend of the road, and had regretted the stumbling blocks placed in its way in regard to bonuses from the first. He was glad to see all of the contributing bodies together, and believed it to be a happy augury. He complimented the directorate on their success, he had experienced the trouble of opening down a macadamized road like the Kingston and Portland.

Mr. Gildersleeve now gave 'The Legislature of Ontario,' and said that the fact of their celebrating a 50 miles run on the K. & P. R. R., was with evidence of the good of local houses. Without Ontario house, we would never have had this road. No general government could have undertaken such a system, nor give the impetus which Ontario is now receiving from her new roads. For the liberality experienced we were indebted to none so much as our local members, now about to respond.

Mr. Robinson accepted the toast on behalf of the Legislature as deserving of it. The proudest day he ever experienced was when the bill was introduced giving the \$40,000 to this road - much more than we expected, but not inadequate to its merits. It was no fault of the Government that it was not all used ere this, but the fact was it had been a hard road to travel. That might be a possible reaction in Dominion policies some day, but none he hoped ever in those of Ontario. Its government had proved their public spirit and enterprise and particularly did we find so when upon a second application we again got above our expectations, \$7,000 per mile for fifteen miles, without which the road might have stopped where they were sitting that today, and without which there would have been no spirit for this banquet, which filled a void created by pious and charitable mayors. Had we received the Government and municipal aid 20 years ago Kingston would now be able to count 40,000 of a population. For thirty years before its inception it had gone down steadily. Since it was begun to population has risen from 12,400 to 15,000, and the citizens were being paid back for their taxes they are levied upon for it, by saving \$1 per cord in the cost of wood. His advice was: push on to Pembroke, and keep him in power (laughter), and he would try his luck in getting a third grant.

Mr. Graham, as a friend and worker for the road, felt earnestly that it was entitled to all it got from government. Not only to Pembroke should be the cry, but to Moose Factory, at the least.

Mr. Calvin, ex-County member, congratulated the directors upon the difficulties they had surmounted, and iterated his belief from the first in the road and its advantages, the latter of which he anticipated from experience. He had seen wheat selling in Niagara County at 25 cents, which rose to \$1.25 upon the opening of the canal so that if an acre grew 20 bushels it was \$20 made on it. We cannot picture or calculate the advantages of internal improvements. Kingston had been very liberal, if not uncommonly generous; but before the first car ran it was all paid back in buildings which will last. The best hope we now had, further, was that the directors were pledged and determined to go through with the line.

Mr. Gildersleeve toasted the city Corporation, as above others, zealously and heartily sustaining the road. They will, truly, too, bound up in its success, for no enterprise ever promised as much to it.

The Mayor, who made a rattling good speech in reply, represented the unity of the city council upon this matter, and its desire to see its fullest success.

Ald. Allen had thought the city's \$300,000 sunk in mud, but he was that they surprised into an acquaintance with a road excelling the Grand Trunk. He hoped someday to see people of the upper Ottawa breakfasting at home, dining at Sharbot, shopping in Kingston and breakfasting in New York, and no other route could enable them to do that. (Cheers.) We are not losers, anyway if the road got no further, but it was their desire and interests to push on. He made an excellent play for such banquets as these, where the pure juice of the grape, God's chosen wine, might be taken with freedom, and one of the boons of this life enjoyed.

Ald. McKelvey felt the pleasure joining the city alderman in meeting their County brethren and the railroad men. He was convinced of the great good that could be done to Kingston and the acknowledged worth that had accomplished it. None knew the troubles of the road save President Gildersleeve, and though the citizens were once sorry they now felt the benefits of it and felt a pride and strength in it. He hoped the City and County Councils would ever trust to the arbitration of good feeling.

Mr. Carruthers, in proposing the health of the Council of Frontenac, joined in the felicitations upon the meeting of the Directors with the City and County Councils. It was good evidence of a warm and friendly public spirit, and must be of service to the great municipalities. The city would undoubtedly reap great good and not less so the county. The road itself must in time full work to do, since timber would not always be so low, and there would be great demand for it. The success of the road was encouraging. The B. & O. R. R. was 20 years in operation before it reached Pembroke. Here we have got thus far within four years of the turning of the sod, were already counting the months when we shall be able to send a locomotive to Pembroke. Already the benefits were substantially felt - the supply of cordwood bringing the price from \$6 - as it assuredly would have been - to \$3 or \$3.50. New homes would now be opened up for farmers' sons who now went west to settle, and he trusted that we should soon be in a position to call upon the champion money getter for \$10,000 a mile from Mississippi to the Madawaska, and then to Douglas, which they had hope of reach within three years, giving running powers to Pembroke, and completing a link with the Ottawa (Cheers).

The Warden was pleased that the prospect and affairs of the railroad was so settled. He had voted and sustained the bonus because he knew it would bring an advantage to the county. He was glad to hear that it was helping the city, because that meant good to Frontenac.

Mr. Strachan felt that if anything would improve the county it was this road. There was great need of it, and if he had not put forth his energies for it it was because the front townships had been taxed more than their share to support it.

Mr. Watkins also replied for the county. He has opposed the bonus laterly, not because he was not heart and soul with the road but because he favoured the western route so long as it was not deemed too extravagant or impracticable. He only hoped they would suit their tariff alike to the poor man's ten bushels and the rich man's thousand bushels.

Mr. J. A. Kirkpatrick gave 'The ex-Mayors' the connection between the past and the present'. The turning of the first sod from years ago by Mayor Drennan, and the holding of the first enthusiastic railroad meeting by Mayor Livingstone, would be historical facts - flanked by memoirs of the best services of Mayors Ford, Creighton, Sullivan and Robinson. Since the cars had begun to roll assessments had increased and produce cheapened Mr Drennan replied, and felt proud to think of the K. & P. R. R. as the best road in Ontario, and hoped it would be pressed on. The municipalities had got more than the value of their bonuses. He could not forget the friendship of the late Mr. J. S. McDonald to the road, and he fondly hoped that the policy of liberality to railways which he had inaugurated would you get enable us to reach the Rocky Mountains.

Mr. Livingstone recalled the enthusiasm of the outstart of the railway fever, the energy and speed with which the bonuses had been passed in Renfrew, Frontenac and Kingston, amounted to half a million, and claimed for Mr. Gildersleeve much credit for results already accomplished.

Mr. Ford added his heartiest congratulations, and felt a pride in the result of their early labours on behalf of the project. The progress was very satisfactory, and he hoped that nothing would disappoint the Board's ardent hopes. He rejoiced to see the city and county felicitating together, for the city don't realize all the good. The county profits largely, if not most.

Mr. Creighton felt sure they did not expect a speech from one who for six years had been immured in an institution where speech was repressed by Act of Parliament, but he went on to say how his 50 years of interest in Kingston had found a fresh charm in the K. & P. Railway.

Dr. Sullivan responded in a vivacious spirit and took occasion to say that if he did not entertain the council and citizens promiscuously it was because his contests had been attended with political and religious feeling, and a limiting of invitations or a selection of adherents would have excited fresh distinctions that ought to be put down.

Mr. Price gave "The ex-Wardens," and accorded the highest praise to Mr. Godfrey for his assistance in getting the county bonus for the road. If he

had time he would prove that within five years from the start the city and county would get their money back.

Mr. Godfrey in reply spoke of his labours for a large part of the year in aid of the bonus, and the endeavors he had put forth to bring the county to terms with the company.

Mr Mudy also replied, and expressed his friendship to the road.

Mr. Gildersleeve gave "The County of Lanark," associating with it Mr. Doran, an able representative.

Mr. Doran expressed deep thanks and cheered the company on. From his knowledge through work on deputations he could say that the trouble here was little compared with that of the B. & O. Road. It was completed after the immense cost and 20 year's labour, but none now regretted the expenditure. He was glad to find that in Frontenac intelligence and enterprise prevailed, and the hatchet was buried and the money paid. The city and county interests are identical and inseparable, and both might consider the advantages of a branch to Perth, which would open trade and bring the inner country to a better market and port than Brookville. Perth was anxious to come in, and would liberally deal with the company. Kingston could hold its own and need not to be jealous of Perth.

Mayor Britton added to the compliments paid to the road by toasting its prosperity, acknowledging its intimate connection with the progress of Kingston and the debt due to its vigorous directorate.

Mr. Gildersleeve replied with thanks. The road had its trials, but the worst was over. Before August next we would have a complete line to the Mississippi. If he were to speak for hours he could not say anything better. That's the push in which they hope to reach Pembroke.

Dr. Sullivan remarked that they had on the Board Scotchmen and Americans who could doubt its success, especially as we had this dinner for a dividend. He hoped that the city and county had met in a good spirit that was not to be broken easily. No road could be built without contractors, and Col. Flower of this road deserve great credit, not only for his work but for the distinguished place he has held as Mayor three times of the flourishing city of Watertown, N. Y., and as Colonel at many bloody fields in the late war. He was proud to record that Col. Flower had lately been one of the first to sustain British law when required near that spot. Already in a few months his energy has carried the road six miles further, and the hundred guns that today reverberated in the echoes of Sharbot Lake with a sound which no Sovereign could expect to hear was a token of his success in his work.

Col. Flower responded with feeling, and quoted very appropriately and well from the Laila Bhook. As the cable links the two continents, so the same blood and race need never be separated. He was proud of his reception, though he came here for business; yet he does not expect to make a pot of money, but only a good salary, and he felt a great interest in the road. People did not know that there was as much promise of freight in the 15 miles to the Mississippi, as in the 45 miles to the city. It would pay far better. Where the iron horse is there is business; it creates civilization, christianity and business.

Mr. Tandy, after an impressive speech on his practical testing and approval of the road, with 30 years of close experience to guide him, proposed the "The Press," to which Messrs. Pence and Johnson responded.

Mr. Drennen gave "The Ladies" gallantly and Mr. Charles Smith and Alderman Noble happily responded. The dinner came to a close with the National Anthem and cheers for the road.

The start home was made in the moonlight at half past 5 o'clock, and cheers were exchanged till Sharbot Lake hotel lay in the distance.

The 'run in' was made in two hours and a half, the trip out having taken less time. After a splendid moonlight ride, the good engine "Providence" in which the party trusted so strongly, landed the party safe and sound in the city and every man walked straight forth to find what the fire bell rang for, the stretchers which had been brought down to the station for general use being scorned.

01/12/1876 Renfrew Mercury Canada Central Pembroke wood

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

08/12/1876 Almonte Gazette Canada Central

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.

08/12/1876 Almonte Gazette Huron and Quebec

H. & Q. Railway

Messrs. Radenhurst and Elliott, of the Perth Town Council, visited Ottawa, on the 2nd inst., to confer with Mr. Scott, M.P.P., who is promoting the projected Huron and Quebec Railroad, respecting the route of the proposed road. The deputation urged the selection of a route through the town of Perth. Mr. Scott thought it somewhat premature to discuss the subject of the location of the route.

08/12/1876 Renfrew Mercury QMO&O

From the Aylmer Times. - Mr. MacFarlane, contractor for the railroad bridge over the River Gatineau, has paid all his men out of his own pocket. The act has been highly spoken of by the employees. The men working for the other contractors, Messrs. MacDonald and Leamy, are not yet paid. The work is still being pushed ahead rapidly. Should this fine weather continue much longer, we may hear of their approaching Aylmer.

15/12/1876 Almonte Gazette Huron and Quebec

Huron & Quebec Railway

Notice is given in the Canada Gazette that application will be made next session for an Act to legalize certain by-laws of the corporations of the County and the Village of Lanark, granting and by way of bonus to the Huron & Quebec Railway Company, and to enable the corporation of the Town of Peterboro' and other municipalities interested in the construction of the said road, to grant aid by way of bonus or otherwise to the said Company.

Full account of a meeting of the Ottawa Board of Trade with delegates from Peterboro'.

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.