

Local Railway Items from Area Papers - 1881

01/01/1881 Ottawa Citizen Canada Central wood

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

01/01/1881 Globe and Mail QMO&O Chaudiere bridge

The difficulty about the formal opening of the Chaudiere railway bridge has not yet been settled and no passenger train has yet run into the city.

01/01/1881 Ottawa Citizen Maniwaki Hull

The provisional directors of the Ottawa and Gatineau Railway will meet in the City Hall on January 12 to discuss important business relating to the proposed railway.

03/01/1881 Globe and Mail QMO&O Chaudiere bridge

The North Shore Railroad bridge above Chaudiere Falls is receiving its finishing touches and the new depot at Chaudiere Flats will be constructed within a month.

03/01/1881 Ottawa Free Press Maniwaki

The Ottawa and Gatineau Railway Company will likely be shortly agitated for. A meeting of the provisional directors will be held in Hull, in the City Hall at that place on the 12th of January.

05/01/1881 Ottawa Free Press St. Lawrence and Ottawa

Mr. Hiram Loomis, in charge of the locomotive attached to the western train on the St. L. & O. Railway last evening, although starting from Prescott nearly two hours after time, through a delay on the Grand Trunk, "let her out" on the way hither, and arrived only about an hour behind time, doing the 53 miles in 1.20.

06/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The arbitration in the Chaudiere Railway Bridge matter was resumed today. It will take a day or two to decide the disputed points.

06/01/1881 Ottawa Citizen QMO&O Chaudiere

The QMO&O Railway depot at the Chaudiere will be completed in a few weeks.

07/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The arbitrators, Messrs. Taylor and Fleck, are still busy considering the value of the Chaudiere Railway Bridge, under seizure by the Government, for alleged under valuation of material subject to duty. It will probably be some days before a conclusion is arrived at.

In connection with this matter, the Monetary Times makes the following mention in a late issue:

"Position taken by this firm, Messrs. Clarke, Reeves & Co., of the Phoenixville Bridge Works, Philadelphia, is that they should be permitted to enter wrought iron in prepared form for bridge building, at 3½c. per lb.; indeed they put down that price as the "fair market value" of such material. This will hardly be conceded by any one conversant with the values of iron, and it is disproved by evidence gathered by the Government. For example, the Cleveland Bridge Company considers that the market price for such materials at the time they were brought in was five and a half cents (5½c) for wrought iron which constitutes the bulk of such work, and three and a half (3½) for cast iron. And we are told that the Phoenixville Bridge Works people themselves, somewhat inconsistently, entered at Clifton, within a month of the Chaudiere bridge entry, the very same description of material, intended for a G.W.R bridge, at five cents per lb. There is no room for surprise, therefore, at the seizure, much less for a plea of "hardship." The authorities fixed upon 4½ cents as the price at which an amended entry might be made, and offered to accept this valuation, the increased amount of duty, consequent upon which would be, say \$6,000. This offer the Philadelphia firm refused, and meantime a return of the value of the materials for all iron bridges imported of later years has been moved for in the House, which may be the means of bringing out some interesting facts, as, for instance, what relation the entered price of the bridge material for the North Shore Railway of Quebec bore to its market value, for those were made by an American firm, from materials of American manufacture."

Paper referred to comes out in strong support of home manufactures, and insists upon a full imposition of duties in each and every case.

07/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The formal opening of the QMO&O Railway Chaudiere bridge will take place in a few days. The invitation cards are of a very handsome and unique design, on the back of which is a cut of the structure and below a view of the capital.

08/01/1881 Ottawa Free Press Maniwaki

A public meeting will be held on Wednesday the 12th inst., at the City Hall, Hull, of persons interested in the project of the construction of a railway from this city to the valley of the Gatineau. It has been called by Dr. Duhamel. M.P.P.. Of Ottawa County. The provisional directors will be appointed at the coming meeting.

08/01/1881 Ottawa Citizen QMO&O Chaudiere

It is estimated that it will cost the QMO&O Railway between \$5,000 and \$6,000 to build the bridge across the waterworks aqueduct.

08/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The iron work of the QMO&O Railway bridge will be fully completed next Tuesday and the men will return immediately thereafter to their homes in Philadelphia.

10/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The formal opening of the Q.M.O. & O. Railway bridge will take place next week.

12/01/1881 Ottawa Free Press Maniwaki

Full account of meeting. More,

12/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The Chaudiere Railway bridge will be open for regular freight and passenger traffic on Monday next.

The date of the formal opening of the Chaudiere Railway Bridge is not yet publicly known.

12/01/1881 Ottawa Citizen Maniwaki Hull

A meeting of those interested in the construction of the Ottawa and Gatineau Valley Railway will be held today in Hull.

The Ottawa and Gatineau Railway
Important meeting in Hull.

Hull, 12th - a public meeting was held in the city hall, Hull, this morning at the call of the provisional directors of the Ottawa and Gatineau Railway. The Gatineau District was largely and influentially represented, and there was a unanimous feeling that the time had arrived for decided action to be taken in reference to obtaining railway communication from Ottawa to the Desert. The following are a few of the names of those present: - Messrs. Alonzo Wright, MP, J.M. Currier, MP, Dr. Duhamel, MPP, Joshua Ellard, Mayor C. Leduc, D. Bainbridge, Chas. Logue, P. Farrell, Dr. C.E. Graham, J. Brooks, Dr. Jean, P. Baskerville, MPP, C. Haycock, J. Grace, J. Martin, H. Trempe, P. Moore, J.L.P., O'Hanly, PLS, Provisional Directors, and Messrs. W. McKay Wright, Ald. Lauzon, P. McArthur, P.L.S., Gordon of Aylmer, J. P. Lawless, R. Farley, Walter Shanly, Thos. McGoey, Dr. Falls, I.W.P. Coutlee, T. Roche, H. Robinson, E. Haycock, Church, Kenny, C. B. Wright, P. Grant, C.E., Pinhey and about 200 others

Mr. A. Right, MP., was called to the chair and Mayor C. Leduc acted as secretary.

The chairman, in opening the proceedings, said that the scheme of opening up the Gatineau from Ottawa to the Desert by a railway had been agitated for some time past. This part of the province had been greatly neglected, while it had helped to swell the revenue of the province largely in excess of the benefit received. Both himself and Dr. Duhamel, the local member, had done their best to develop the resources of that part of the county, and would always give their time and energy in that direction. He then proceeded to give a description of the county and its resources, and in the matter of timber said, though the pine could be brought down by the stream hardwood could not be, neither could the minerals. A railway would be required for that purpose and Mr. Shanly could tell them that the time had now arrived for the people to put forth their energies in this direction.

Mr. Shanly said that at the time notice was given he intended applying to Parliament for a railway charter from Ottawa to the Desert not being unacquainted with the fact that an old charter was in existence. He then gave a slight sketch of the career of the St. Lawrence and Ottawa Railway, and thought that it being the pioneer railway it ought to have the affection of the people of the city of Ottawa. He maintained that a railway up the Gatineau under the management of the St. Lawrence and Ottawa Railway, would benefit that district. He then described the journey he had made up the Gatineau and it struck him on seeing the fertility of the soil and its mineral resources, besides its lumber, that a railway was required to develop that section. He believed there was vast mineral deposits far from where they had already been discovered, especially the phosphates. He mentioned the worn out lands of the New England states and said an immense trade could be done there alone if facilities could be had to utilize these mineral deposits, and a railroad alone could do this. The old charter was defective in one point, it did not give power to build branch lines into the phosphate region. Dr. Duhamel had told him that he thought there would be no trouble in getting the old charter amended in that respect. He did not care who got it, as it must eventually benefit the St. Lawrence and Ottawa Railway, and he would not make the least opposition, if they thought they could build the road. But he did not think they could do it.

The chairman asked: - if we step aside would you build the road?

Mr. Shanly said he was glad the question had been asked, and in answer he would say that he would try to do so but he must have a charter in his hand to place before capitalists. However, he thought the burden ought not to be placed all on his shoulders. He could not push the road to the head of the Desert unless the capitalist would come forward and aid him.

Dr. Duhamel, MPP was proud to hear a from the lips of Mr. Shanly that a railway was needed at the Gatineau. That was a great point gained. A great many had turned out to this meeting from the city of Ottawa, Hull, and from the Gatineau district and they were such as could give substantial aid to the enterprise showing that a deep interest was taken in it. He hoped that before long they would hear the locomotive whistle at the Desert. Mr. Shanly had made an appeal to them, that if he put forth his energy he would require aid. He believed that the people would give their aid to bring successful termination of this affair. Dr. Duhamel then described the difficulties both he and Mr. E.B. Eddy had to encounter in the provincial Parliament on the count of the small representation from this part of the province. This district has been neglected and overlooked in the past, but now it was being forced upon the attention of the Government, on the count of its immense resources, which they now saw only require development to make it a mine of wealth. Both Mr. Eddy and himself had done their best but they were only two. It was such a demonstration as today that would reach the ears of the Government at Quebec, and a strong delegation sent down would bring the scheme to a successful termination.

Mr. Joshua Ellard said that the railway was necessary to keep the population. Several had left on account of a want of communication to the front, who would not have left under other circumstances, and if the road was built they would return. This railroad when built would not only benefit Ottawa but the county of Pontiac, but before it was a reality the people would have to work. The farmers were not able to come down with cash, but he would say for them that they would be willing to give the right-of-way through their lands. He would rather see the chart to put in the hands of Mr. Shanly. It would not do to have two charters, but he thought the old charter could be transferred to Mr. Shanly. The government ought to give a handsome grant, even if it was only to open up the lands, which are valuable for farming purposes, but too far away to be settled on, for want of a market.

Mr. C. Logue spoke strongly in favour of the road and was glad to see that the lumbermen were taking an interest in the undertaking, and when it appeared to be the unanimous opinion of the people that the railway was required it could not fail to be successful.

Mr. J.L.P. O'Hanly, C.E., said he could lay some claim to helping to initiate this project, feeling that it would help to develop the resources of a district that he knew well both as to minerals and lumber. For want of roads much waste had occurred in lumber alone. There was now trade enough on the Gatineau to pay the running expenses of a railroad, and it would make a large profit out of the lumbermen alone. He maintained that the city of Ottawa had as much to gain as the Gatineau by the scheme, and there was not a municipality but should give a bonus. If that railway was built it would draw in half a million of settlers. The government should give a grant of 20,000 acres of land a mile. The Gatineau

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Mr. H. Robinson was in favour of Mr. Shanly taking the lead as it would guarantee success. The road would any how, be a feeder to the Q.M.O. & O. Railway, so that the province of Quebec ought not to oppose Mr. Shanly's scheme because he was acting for the interest of the St. Lawrence and Ottawa Railway.

Mr. J. M. Currier MP, said he had looked with favour on the project of a railway up the Gatineau. He thought it would be remunerative to those who would put their means into the scheme. The district has been greatly improved recently. The application of Mr. Shanly for a charter should be looked on with favour. Those interested in the present charter should not throw any impediment in his way. It did not matter so much who had the charter, if only the road was built. The Government should give a grant of money and land to the railroad. He for one would do all he possibly could to forward the scheme.

Mr. P. Baskerville, MPP, was pleased to see an effort put forth in this direction, and he, as one of the Provisional Directors as one of the provisional directors under the old charter would give Mr. Shanly every assistance in his power

Remarks were also made in favour of the road by Dr. Falls, Messrs. J. McArthur, P.L.S., H. Trempe, P. Moore, Mayor Leduc, Dr. St. Jean, J. Brooks and William McKay Wright.

The following resolutions were then put to the meeting and unanimously carried :-

Moved by C. Logue, seconded by B. Bainbridge, that the following officers be appointed: President, Alonzo Wright MP; 1st Vice-President, Joshua Ellard; 2nd Vice-President, E.B. Eddy; Managing Director, J.M. Currier, M.P.; Secretary, Charles Leduc; Treasurer, Dr. C. E. Graham; Chief Engineer, J.L.P. O'Hanly, C.E.; Solicitor, W. McKay Wright; Bankers, Bank of Montreal.

Moved by Dr. Graham, seconded by Joshua Ellard, that the officers of this Corporation who are members of the Provisional Board of Directors with Messrs. J. Tasse, B. Bainbridge, E. McGillivray, J. Brooks, C. Logue, P. Baskerville, P. Farrell, C. Kenny and Dr. St. Jean do constitute an

Executive Council for the purpose of forming rules and regulations and passing bylaws for the government of the corporation, and exercise supreme executive control over its affairs, holding office until such time as directors are elected by the shareholders, under the provision of an act of incorporation and five of the said executive council do form a quorum for the transaction of business.

Moved by C. Kenny, seconded by Dr. Falls, and resolved that a deputation consisting of the Executive Council, and all others friendly to the enterprise, who will volunteer their services, do proceed to Quebec at an early date and urge upon the government of the province of Quebec the desirability of giving a grant per mile towards the construction of the railway.

Moved by J. Brooks, seconded by Dr. St. Jean, that the Executive Council be instructed to make an early application in the following municipalities for bonuses in aid of this undertaking, viz:- County of Ottawa, City of Ottawa, City of Hull, the rural municipalities of East Hull, Martian, Wakefield, Low, Denholm, Aylwin, Hincks, Wright, Northfield, Bouchette, Cameron, Kensington, Egan, Aumond and Maniwaki.

Moved by P Baskerville, MPP, seconded by C Kenny, first, that the general office shall be located in the city of Hull; second, that stock books be opened for the subscription of stock; third, that a seal be procured by the secretary bearing the name, "Ottawa and Gatineau Valley Railway Company".

After the adoption of the resolutions, Mr. A Wright left the chair, and it was taken by Dr. Duhamel, when a vote of thanks was passed to Mr Alonzo Wright for the able manner in which he had presided at the meeting. A vote of thanks was also passed to the secretary, Mayor Leduc.

The meeting then adjourned when three cheers for given for the "King of the Gatineau" three for Mr Shanly and three for the Queen.

The length of the road from Ottawa to Desert will be about 80 miles.

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The length of the road from Ottawa to Deserter will be about 80 miles.

13/01/1881 Almonte Gazette Canada Atlantic

Twenty four miles of the Atlantic and Ottawa [sic] Railway have been completed between Alexandria and Coteau, thus connecting the two places. It is expected the workshops will be located at Alexandria.

13/01/1881 Ottawa Free Press St. Lawrence and Ottawa Cumberland street

An inebriated individual was sleeping peacefully last evening on the track of the St. L. & O. railway near the Cumberland street crossing. Were it not for the kindness of some of the residents who bore him to a safer place, he might have been run over by an incoming train.

13/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The Chaudiere Railway Bridge is fully completed and trains will begin running over it regularly on Monday next.

13/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The QMO&O Railway bridge was fully completed yesterday and trains will commence to cross on Monday next.

14/01/1881 Almonte Gazette Pontiac Pacific Junction

P. & P. J. RAILWAY. - The Pontiac & Pacific Junction Railway have again been heard from. Recently they held a meeting in Ottawa City and Hon. L.R. Church was elected President and Mr. J.W. Conroy, Secretary. The company say they will run their road through Pontiac county, crossing the Ottawa river at some point not yet chosen, and connecting with the Pacific at Pembroke.

14/01/1881 Renfrew Mercury Kingston (CP)

Col. Flower's company, of Watertown, N.Y., will immediately commence the work of extending the Kingston and Pembroke railway, with headquarters at Watertown, N.Y.

14/01/1881 Almonte Gazette Canada Central

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

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

14/01/1881 Ottawa Free Press Canada Central Chaudiere

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

14/01/1881 Kemptville Advance Canada Central Chaudiere

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

14/01/1881 Ottawa Citizen Canada Central Chaudiere

The Canada Central Railway intend erecting another freight shed in addition to those now in course of construction.

The Canada Central Railway is putting up a new and improved danger signal at the Chaudiere.

17/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

Trains commence running regularly today on the Q.M.O. & O. Railway Bridge.

18/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

Railway trains crossing the Chaudiere Bridge regularly.

19/01/1881 Ottawa Citizen Canada Central

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

19/01/1881 Ottawa Free Press St. Lawrence and Ottawa Osgoode

Derailment caused by a broken rail about a mile south of Osgoode station. Full account.

19/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The Chaudiere Railway Bridge arbitration case was resumed today.

19/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The arbitrators of the Chaudiere Railway Bridge seizure case will resume their labors today, when further evidence will be taken on behalf of the Government.

19/01/1881 Ottawa Citizen St. Lawrence and Ottawa

The St. L&O Railway have had twenty new freight cars built at Coburg for use on their line. The cars will be painted blue and are expected to arrive here next week.

21/01/1881 Almonte Gazette Canada Central

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

21/01/1881 Almonte Gazette Kingston (CP)

Last week a gang of men were sent to work on the extension of the Kingston & Pembroke Railway from the Mississippi to the Clyde, and the road will probably be completed to the latter river during the present year.

21/01/1881 Almonte Gazette Canada Central

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

21/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

Mr. W.A. Blackman, of Augusta, Maine, one of the foremen and superintendent of the painting of the Chaudiere iron bridge left Ottawa a few days ago for Rondout, New York where he has gone to superintend the construction of another bridge for Clarke, Reeves & Co.

21/01/1881 Kemptville Advance St. Lawrence and Ottawa Osgoode

Railway Accident
Miraculous Escape

What might have proved a very serious accident occurred on the St. L. & O. Railway yesterday morning. Shortly after six o'clock, about a mile south of Osgoode. At this point a portion of the morning train due at Ottawa at 6 o'clock, consisting of the first and second class coaches and the Pullman jumped the track, owing to a broken rail, the cars being thrown into a ditch. There were quite a number of passengers on the train, among whom were Mrs. Alexander Mackenzie, the Misses Carling of Toronto, Ont.; Miss Fellowes, of Ottawa; Mrs. Von Koeber, of Coburg; Mr. F. Shanly, of Toronto; Mr. Wendt, of New York; Dr. Carniff, of Toronto, and Dr. Phelan, of Kingston.

Fortunately but very few persons were injured by the accident, and their wounds were dressed by the two medical gentlemen mentioned, who were passengers on the train. Miss Fellowes, who lives on Gloucester street, and Mr. Wendt were most seriously hurt, she receiving a severe scalp wound, which Dr. Phelan stitched. Mrs. Von Koeber and Mr. F. Shanly [sic] had their wrists painfully injured, whilst several others, including Dr. Phelan and the Pullman porter, were slightly bruised. Mr. Wendt was cut about the head. Mrs Mackenzie, the Misses Carling and the other passengers escaped without injury.

When the report of the accident reached the city, Mr. M.A.G. Peden, superintendent of the company, ordered a special train to proceed to the scene of the accident, for the purpose [sic] of bringing the passengers to the city. Dr. Brouse and Hon. John Carling accompanied Mr. Peden on the special train, the former taking with him the necessary material for the relief of the injured passengers, who arrived here shortly after 9 o'clock.

The passengers on the overturned cars had a most miraculous escape, an entrance having to be forced to afford them egress. Had the cars taken fire, it is impossible to say what the result would have been, but it would undoubtedly have been attended with great loss of life. - Citizen.

22/01/1881 Ottawa Free Press Ottawa City Passenger

On and after Monday 24th inst., the Street Railway Company will run an early and late car to accommodate passengers departing or arriving by the Q.M.O. & O. Railway trains.

22/01/1881 Ottawa Citizen Maniwaki

Mr. Walter Shanly is in favor of building the railway to the Desert by degrees, constructing only that portion the trade of the section demands. It is said objections will be made to the granting of the charter to the St. Lawrence and Ottawa Railway if it does not agree to build the whole line.

22/01/1881 Ottawa Citizen St. Lawrence and Ottawa

The new freight cars required for the St. Lawrence and Ottawa Railway are being built at London and will be here in a few days.

About eighty cars are being loaded with lumber at the St. Lawrence and Ottawa Railway depot for shipment to the United States. This company is shipping a larger quantity of lumber this winter than at any other similar period.

24/01/1881 Ottawa Citizen QMO&O Chaudiere

On and after Monday 24th inst. the Street Railway Company will run an early and late car in order to accommodate passengers departing or arriving by the Q.M.O. & O. trains at the Canada Central depot.

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

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

Presume this should read Haley's.

24/01/1881 Ottawa Citizen QMO&O Chaudiere

One of the finest Pullmans brought to the city arrived here Friday evening by the QMO&O Railway, in which company's workshops it was built. It is elegantly furnished and in all other respects compares favourably with the most luxurious coaches in use.

On and after Monday 24th instant the street railway will run an early and a late car in order to accommodate passengers departing or arriving by the QMO&O trains at the Canada Central depot.

24/01/1881 Ottawa Free Press QMO&O Chaudiere

The two new palace day and sleeping cars on the Occidental Railway cost \$20,000 each. They are 75 feet in length, 10 feet in width, and 13 feet in height. Each car is admirably finished. A number of cabinet ministers visited the station grounds Saturday and inspected the new cars which are a credit to home manufacture.

26/01/1881 Ottawa Citizen QMO&O Chaudiere bridge

The evidence in the Chaudiere Railway seizure case is all in, but no decision will likely come for several days, as Mr. Taylor, one of the arbitrators, is now confined to his house in Montreal by sickness.

26/01/1881 Ottawa Free Press QMO&O Chaudiere bridge

The Chaudiere railway bridge arbitration case has not yet been settled.

27/01/1881 Ottawa Free Press St. Lawrence and Ottawa

A number of the new cars for the St. Lawrence and Ottawa Railway have arrived and are being put to use.

28/01/1881 Almonte Gazette Kingston (CP)

The Kingston & Pembroke Railway is bringing between fifty and eighty tons of iron ore daily to Kingston, from the Mississippi and Lavant (Lanark County) mines. The ground in rear of the Market Battery in that city is all being covered with it. The Whig says there will be a good demand for vessels in the spring to carry the ore to the United States side.

28/01/1881 Almonte Gazette Canada Central

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

28/01/1881 Almonte Gazette Kingston (CP)

Chief Engineer Nash and his corps of assistants commenced the work of locating the new line of the Kingston & Pembroke Railway on January 10th. Col. Flower says he will have everything looking lively about February.

28/01/1881 Almonte Gazette Canada Central

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

29/01/1881 Montreal Gazette Ottawa, Waddington & New York

(to parliament)

For an Act to incorporate the Ottawa, Waddington & New York Railway and Bridge Company.

29/01/1881 Globe and Mail St. Lawrence and Ottawa Osgoode

O.S. Burr of New York, who was slightly hurt by the accident on the St. Lawrence and Ottawa Railway at Osgoode, has demanded payment from the Company for the loss of personal apparel, amounting to about \$150, and also for a similar sum as compensation for loss of time. The Company refuses to pay the claim on the ground that the claimant's clothes were not destroyed in the accident, as he had no baggage, and his clothing consisted of what he actually wore at the time of the accident. As far as loss of time is concerned, Mr. Shantl is willing to allow a reasonable sum, but thinks Mr. Burr is rating his services at \$100 per week too high. Mr. Burr has placed the matter in the hands of Mr. D.B. McTavish, who will bring suit for damages if Mr. Burr's claim is not paid. Mrs. Von Koerber and Miss Fellows have also made claims for compensation, and it is expected that in their cases an amicable adjustment will be arrived at.

03/02/1881 Ottawa Free Press St. Lawrence and Ottawa Prescott

The St. Lawrence and Ottawa Railway are putting up a large frame building at Prescott for the storage of pressed hay awaiting shipment. The export trade in hay has been very active this winter owing to the shortness of the crop in the States last season.

04/02/1881 Kemptville Advance St. Lawrence and Ottawa Spencerville

The new freight cars for the St. L. & O. Railway are expected to arrive this week.

The St. L. & O. Railway on Friday evening last ran down and killed a deer on the track near Spencerville.

04/02/1881 Almonte Gazette Canada Central

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

05/02/1881 Ottawa Free Press QMO&O Chaudiere

Several car loads of ties arrived from Franktown this morning for the Occidental Railway branch at the Chaudiere.

09/02/1881 Ottawa Citizen QMO&O Chaudiere

The new Chaudiere station now under construction by the QMO&O Railway is rapidly approaching completion although building operations were only commenced some five weeks ago. The passenger depot, a substantial wooden erection of rustic design, and two storeys in height, is situated in close proximity to Broad Street. A glance shows that the arrangements for the convenience for the travelling public have been carefully considered and intelligently provided for. Reaching the interior of the building by the main entrance from Broad Street, the ticket office is found to stand on the right hand and passing on any of the three sections into which the covered platform is divided, may be approached without going into the open air. There are two tracks, one for arriving and one for departing trains. Opposite each of these tracks is one of the sections of the platform, and the other intervenes between them. At least, such is the plan, for the construction is not yet completed. Besides the ticket office in the lower floor, there are also a general waiting room, manager's office, ladies waiting room and a private apartment connected with the general manager's office. In the second story the general business offices of the railway will be placed. The two tracks referred to will require to be laid from the present Canada Central depot to the new station, and in order to effect this it will be necessary to remove the company's freight shed. The work is carried out by the Quebec Government under the superintendence of Messrs. Wise and Fotheringham, and will, when finished, cost over \$7,000 apart, altogether, from the large outlay for sewage purposes.

The freight house, a building 286 feet in length, 43 feet in width and costing about \$6,000 is being erected by Mr. Beemer on a site about 100 yards nearer the river than the passenger depot and is expected to be completed today. Whether or not the passenger depot is to be a union one for the transaction of business for both the Canada Central and the QMO&O Railways is not yet definitely ascertained, but it is more than probable such an arrangement will be arrived at as it would be more advantageous to the interests of the roads as well as conserving in a high degree the convenience of the traveling community.

11/02/1881 Almonte Gazette Kingston (CP)

Kingston and Pembroke Railway.

An influential deputation waited upon the Premier of Ontario last week to ask that further aid be granted to the Kingston and Pembroke Railway in order to enable them to extend the line fourteen miles beyond the Madawaska River to form a junction with Canada Central Railway. The deputation, which was introduced to Mr. Mowat by Mr. Deroche, was composed of the following gentleman: E. J. B. Pense, Mayor of Kingston; C. Gildersleeve, president of the road; Thos. Dawson, Warden of Frontenac, and councillors Flynn, Fair and Watson; Ald. R. J. Carson and W. Robinson, of Kingston; A. A. Wright and J. Bonfield of the Renfrew County Council.

Mr. Gildersleeve explained to the Premier the desirability and necessity of the road having connection with the Canada Central and with the Canada Pacific. The railway was essentially a colonization road, \$25,000 out of \$32,000 of receipts last year having resulted from the development of a hitherto unproductive country. The amount asked for now was \$6,000 a mile, and they were prepared to finish the road in two and a half years. Messrs. Pense, Dawson, Wright, and Robinson supported the first speaker by saying that their respective municipalities were strongly in favour of the extension of the road.

Messrs. Dawson and Bonfield presented petitions from the Councils of Frontenac and Renfrew praying for the required aid. The members of North Lanark and North Renfrew also urged the claims of the road for an additional bonus.

Mr. Mowat said the government would consider the views advanced by the deputation, after which the latter withdrew.

11/02/1881 Renfrew Mercury Canada Central Renfrew wood

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

Description of the Haycock Iron Mine.--

--In addition there is a small tract of ten acres on the east bank of the Gatineau, at the head of navigation. This latter tract has been secured partly to serve as a storing place for ore and partly as a convenient site for the erection of a furnace. This lot is connected with the three hundred acres of mineral land by a tramway six and a half miles long. This tramway is of three feet gauge, and was originally very substantially constructed, but is now so out of repair that the project is entertained of substituting for it, or rather converting it into a narrow gauge railway. This tramway, after running for a short distance through the Haycock location is continued along the town line between Hull and Templeton to the storing ground on the west bank of the Gatineau. In addition to the tramway and twenty cars belonging to it, the property contains -- more.

19/02/1881 *Canadian Illustrated News* *QMO&O*

QMO&O Palace Cars.

on another page we give some illustrations of the new palace and sleeping cars which have been lately added to the rolling stock of the Q.M.O.&O. Railway. The cars present some entirely new features, and are by far the most comfortable and luxurious travelling carriages yet introduced into this country. Besides the numerous advantages of construction, which we shall presently notice, these carriages have a special claim to our consideration as being from first to last of Canadian manufacture. The principal features of the new plan were originally invented by Mr. Leve, of the tourist firm of Leve & Alden, but the principal mechanical points have been invented, and the whole new plan has been practically carried out by Mr. A. Davis, the mechanical superintendent of the Q.M.O. & O. Railway works, in a manner which leaves nothing to be desired. The improvements are numerous, but the two which must affect the comfort of the ordinary passenger are the luxurious chairs which replace the ordinary seats, and the comfortable beds, which consist of mattresses supported on spring beds of ingenious construction. As compared with the haed cushions upon which the ordinary traveller rests, retaining, as they do, the heat occasioned by their ordinary use during the day, and pressed into lumps and divisions; the free circulation of air through the springs and the use of mattress and bedding entirely separate from the day accommodations, form an improvement, the advantage of which is obvious. The method of construction is sufficiently ingenious. Bed and bedding fit, when not in use, into a cupboard which closes into the side of the car, presenting to us only an elegantly decorated panel, which this same cupboard, when opened out, forms a support for one end of the bed frame, and completely partitions off one compartment from the next. These cupboards work each upon three short hinges, the plates of which run across the inside of the cupboard itself, thus adding great strength to the supports. To show how everything has been considered to the smallest detail, an ingenious contrivance so locks the fastenings so as to prevent any rattling of bolts in whatever position they may be placed. The upper beds are slightly lower than is usual, affording at once greater facility for getting in and out, and giving the occupant the use of a portion of the window which is in the centre of the compartment. The chairs, of which mention has been made, are undoubtedly the most comfortable devices ever introduced into a railroad carriage. They are luxurious arm chairs which can be raised or depressed to any angle, wheeled in to any position, and finally used as rockers at will. Withal, they are of such simple construction that their liability to get out of order is reduced to a minimum, and, when not in use, they fold up like magic, and are stowed away under the lower berth, as shown in our illustration. The other fittings are much what we are accustomed to expect in such carriages. A more luxurious drawing room than usual occupies one end of the saloon, and lavatories and dressing rooms of the best appointment have an addition in a luggage closet, which will be a great convenience to travellers with bags and bundles. The decorations are most beautiful, and the general effect of the car is sumptuous in the extreme. The Q.M.O. & O. Railway deserve great credit for the attention to the wants of the public which they have always shown, and the present improvements are but a new proof of their determination to do all in their power to render their passengers comfortable. The new invention is known as the Davis & Levis Patent parlour and Sleeping car Combination.

21/02/1881 *Ottawa Free Press*

QMO&O

Chaudiere bridge

In November last the Chaudiere Interprovincial Railway Bridge, built by Clarke, Reeves & Co., of Philadelphia, was seized by customs authorities at this port on the grounds of under valuation of material in entry, the money in the hands of the Quebec Government who contracted for the bridge, being garnisheed by the Dominion Government until the matter could be settled. The Philadelphia firm had entered the iron superstructure at \$3.53 per hundred weight, paying \$21,780 in duty, being 25 per cent on \$87,130.40. The Customs Appraiser who made this seizure on behalf of the Government, held that duty should be paid on the material at a value of \$4.50 per hundred, which would make an increase of nearly \$6,000 in the amount of duty to be paid. The firm objected to this and the matter was referred to arbitration, Messrs. Taylor (Montreal) and Fleck (Ottawa) being appointed. The report of the arbitrators was placed in the hands of the Minister of Customs on Saturday, and it is expected that he will announce his decision on the matter shortly. More.

22/02/1881 *Globe and Mail*

QMO&O

Chaudiere bridge

If the Chaudiere iron bridge seizure difficulty is settled on the basis supported by the arbitrators, the importers will have to pay \$12,612 duty in addition to the \$21,750 already paid.

25/02/1881 *Ottawa Citizen*

Canada Central

Chaudiere

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

25/02/1881 *Globe and Mail*

Canada Atlantic

A private meeting of several of the directors of the Canada Atlantic Railway was held in this city for the purpose of considering an offer to build the road, and arrangements have been made to carry through the work at once with Mr. Daniel C. Linsley, of Burlington, Vt., a thoroughly practical man. He has given the necessary security which is perfectly satisfactory. The road is to be completed from Coteau to High Falls on the Nation, on the 1st of January 1882, and from the Nation to Ottawa by the 1st of September 1882; and the portion south of Coteau Landing to the province line in about two years. Work is to commence within thirty days after signing the contract.

25/02/1881 *Ottawa Citizen*

Canada Central

Brockville

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

26/02/1881 *Ottawa Free Press*

Canada Central

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

26/02/1881 *Ottawa Free Press*

St. Lawrence and Ottawa

locomotive

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

26/02/1881 *Ottawa Free Press*

Canada Atlantic

Report of meeting. Contract awarded to Daniel C. Lindsey of Burlington, Vermont.

28/02/1881 *Globe and Mail*

Canada Atlantic

At the adjourned meeting of the Canada Atlantic Railway, held at Lancaster yesterday, the contract for the construction of the road was awarded to Daniel C. Linsley, of Burlington, Vt., for the sum of \$15,000 per mile and the bonuses granted by municipalities amounting to some \$400,000. The contractor put up \$300,000 in cash, and a bond of \$100,000 as security for the completion of the work. The portion of the line between High Falls and Ottawa is to be all completed by the 1st of September, 1882 and the rest of the railway, exclusive of the bridging over the St. Lawrence, by the 15th of May, 1887. The resignation of Hon. D.A. McDonald as President was accepted.

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

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

07/03/1881 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Clarke, Reeves & Co., contractors for the superstructure of the Chaudiere Railway Bridge, have been adjudged by the government to pay a forfeit of \$26,000, in addition to the \$26,000 of duty already paid, making a total of \$52,000. This will take most of the cream from off the job.

08/03/1881 *Globe and Mail* *Maniwaki*

All opposition to the Hull Mountain Iron Mining Company's Bill, asking for power to construct a railway from Hull to their mines, has been withdrawn on the company agreeing to give right of way over their line to the proposed Gatineau Valley Railway Company, should the latter require it.

08/03/1881 *Globe and Mail* *QMO&O* *Chaudiere bridge*

The Citizen says the result of the investigation into the alleged undervaluation of property in the case of the ironwork for the bridge across the Ottawa on the line of the Quebec, Montreal, Ottawa and Occidental Railway, will probably be laid before Parliament on Tuesday. It is understood that the valuation by Mr. Fraser has been fully sustained by Messrs. Fleck & Taylor, and that the contractors, Clark, Reeves & Co., Philadelphia, have been adjudged to pay in addition to the amount already received by the Customs Department the sum of \$26,000. There are a number of other bridges on this railway the valuation of which for duty are likely to be matters of Departmental concern.

11/03/1881 *Kemptville Advance* *St. Lawrence and Ottawa*

On the run from Prescott on Saturday night the evening train in the St. L. & O. met with a slight mishap. When nearing deegan's crossing, one of the cylinders on the engine got out of order necessitating a short delay. However by using only one cylinder, the remainder of the run to Ottawa was made alright, though at a very slow rate.

12/03/1881 *Ottawa Free Press* *Canada Atlantic*

The Canada and Atlantic Railway Company have opened an office at the corner of Wellington and Kent streets. This looks like business, Mr. Linsley, the contractor, is in town.

16/03/1881 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The papers and correspondence in connection with the Chaudiere Railway Bridge arbitration case were brought down in the House last night. More.

19/03/1881 *Ottawa Citizen* *Ottawa City Passenger*

Laborers were engaged yesterday removing the snow from the street railway. It is expected the cars will be running on the track in a few days.

21/03/1881 *Ottawa Free Press* *Maniwaki*

A meeting of the ratepayers of the Township of Aylwin was held in the Town Hall, village of Wright, on the 16th March, Mr. Gainford, Mayor, presiding, at which the following resolutions were carried.

Moved by Benjamin Reid, seconded by John Little, and resolved, that the right of way and a bonus be granted to any company who will build a railway from the city of Hull to Desert village.

It is further proposed by Benjamin Reid, and seconded by John Little, that this meeting is opposed to the scheme which proposes as the route of the Gatineau Valley Railway a junction with the Pontiac Pacific Junction Railway in the county of Pontiac; that it would be against the interests of the Gatineau population, and would put the distance to Ottawa, their natural and only market, fifty or sixty miles longer.

22/03/1881 *Toronto Daily Mail* *St. Lawrence and Ottawa* *Ottawa Sussex street*

Forty-eight cars are being loaded at the lower town depot of the St. Lawrence and Ottawa railway at Ottawa with oatmeal for shipment to England.

22/03/1881 *Toronto Daily Mail* *Kingston (CP)* *Lavant*

The proprietors of the Mississippi iron mine shipped by rail yesterday, for Erie, Pa., over 100 tons of ore, of which there is a scarcity in that city. From Briam Gilhuly - this would have been from Lavant station.

23/03/1881 *Ottawa Citizen* *Ottawa City Passenger*

The street railway cars resumed their usual style of locomotion yesterday, the tracks having been cleared of snow.

24/03/1881 *Ottawa Free Press* *Canada Atlantic*

Mr. Linsley, contractor for the Canada Atlantic Railway Company, has placed the \$30,000 security in the Bank of North America.

24/03/1881 *Ottawa Free Press* *Ottawa, Waddington & New York*

The Morrisburg and Ottawa Railway scheme is being talked over by residents of the section of the county which it would pass in Carleton and Dundas counties.

25/03/1881 *Kemptville Advance* *St. Lawrence and Ottawa* *Ottawa*

Forty-eight cars are being loaded at the lower town depot of the St. Lawrence and Ottawa railway at Ottawa with oatmeal for shipment to England

06/04/1881 *Ottawa Citizen* *St. Lawrence and Ottawa*

Twenty five car loads of steel rails have arrived at the St. Lawrence and Ottawa Railway depot within a few days past.

06/04/1881 *Ottawa Citizen* *Canada Atlantic*

Surveyors commenced work yesterday on the line of the Coteau Railway. Mr. William Surtees, a son of the city engineer, is engaged in the work.

08/04/1881 *Almonte Gazette* *QMO&O* *Hull*

FATAL RAILWAY ACCIDENT. - a frightful accident occurred at the Quebec, Montreal, Occidental, and Ottawa railway station at Hull about 9.30 on Friday night of last week. A man named Phillippe Quinn was waiting for the night train for Aylmer when some friends came up and invited him to drink. He acquiesced, and this was followed by several others, which made him feel drowsy. Leaving his friends he wandered away from the station and nothing more was heard of him until the express came up, when the cries of someone in distress attracted the passengers. On a search being made Quinn was found lying on the track with both legs cut off. Medical aid was sent for, and the unfortunate man, who suffered terrible pain, was removed to the General Hospital, where every effort was made to stop the flow of blood but without success, Quinn passing away about 1:30 o'clock next morning. It is rather strange that such an accident could have happened so near the station and when the train was running slowly. It is said that the headlight of the locomotive was out of repair and that a small lamp was doing duty instead.

08/04/1881 *Almonte Gazette* *Canada Central*

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

The St. L&O Railway are rapidly replacing that portion of the line laid with iron with steel rails, five miles and a half being laid last week with the latter.

The engine used for years past by Mr. Hiram Loomis on the St. Lawrence and Ottawa Railway has been sent to Montreal to be rebuilt. Hiram is anxiously awaiting its repairs, as it is one of the best engines on the line.

21/04/1881 *Ottawa Free Press* *Ottawa City Passenger*

A project is on foot to extend the street passenger railway from Sparks street to the exhibition grounds by way of O'Connor street. The estimated cost is between twelve and fifteen thousand dollars. The movers in the matter are the capitalists now controlling the agricultural grounds and the street railway company. It is understood that the Council will shortly be petitioned to open up O'Connor street to Stewarton as a preliminary to the proposed plans.

21/04/1881 *Ottawa Citizen* *Canada Central*

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

22/04/1881 *Almonte Gazette* *Canada Central*

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

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

22/04/1881 *Almonte Gazette* *Kingston (CN)* *Lansdowne*

KILLER BY A TRAIN. - A young man named James Kilmurry, on Saturday evening at Lansdowne Station attempted to jump on a freight train as it was moving out of the station. Fell beneath the wheels and had both legs badly smashed.

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

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

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

22/04/1881 *Kemptville Advance* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Co. have commenced to lay their steelrails. More siding capacity is needed at the station to accommodate the increasing freight business.

29/04/1881 *Almonte Gazette* *Canada Central*

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

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

29/04/1881 *Almonte Gazette* *Canada Central*

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

29/04/1881 *Almonte Gazette* *Canada Central* *Renfrew*

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

30/04/1881 *Ottawa Free Press* *Ottawa City Passenger*

A farmer's waggon collided with streetcar No. 7 on Sappers Bridge this morning, hurting one of the horses attached to the latter. The farmer drove on without waiting to see the extent of the damage.

06/05/1881 *Almonte Gazette* *Canada Central*

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

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

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

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

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

10/05/1881 *Ottawa Free Press* *QMO&O* *Chaudiere*

The departure of the 4.50 train on the Q.M.O. & O. Railway was delayed a short time yesterday afternoon, owing to the front wheels of the engine running off the track. The accident was caused through the carelessness of a switchman, who left the points open. No damage was caused by the accident.

12/05/1881 Ottawa Free Press Canada Atlantic

Work on the railroad between Coteau and Alexandria is progressing favorably. The engineers are Messrs. Geo. Mountain and Wm. Hall, Quebec; Mr. C. Keefer, this city; Messrs. Ennis, Duffy and Willis of Burlington. Messrs. Fitzgerald and Powell have a heavy subcontract from Mr. Linsley, and Mr. H. Boyd also has a large contract. It is expected that a train of cars will be run into Alexandria from Coteau Landing on the first of July. The work on the road is being pushed forward rapidly.

12/05/1881 Ottawa Free Press St. Lawrence and Ottawa locomotive

The headlight of the locomotive "Ottawa" caught fire last evening at the St. Lawrence & Ottawa Railway yard, owing to it being overfull of oil. The blaze was extinguished before any damage of consequence could result.

13/05/1881 Almonte Gazette Canada Central Almonte

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

13/05/1881 Almonte Gazette Canada Central

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

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

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

13/05/1881 Renfrew Mercury Kingston (CP)

News was received in Kingston on the 5th inst., of the sudden death, in New York, of Col. G.W. Flowers, of Watertown, N.Y., Vice-President of the Kingston and Pembroke Railroad. He was in Kingston two weeks before in excellent health. In tribute to his memory the engines and cars of the K. & P.R. were draped in mourning.

14/05/1881 Ottawa Free Press Aylmer branch

An extra train will be run between Hull and Aylmer and return beginning next week.

16/05/1881 Ottawa Free Press Canada Central Chaudiere

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

20/05/1881 Ottawa Citizen QMO&O Chaudiere

The QMO&O Railway will take possession of their passenger and freight depots at the Chaudiere on Monday. Mr. Chas. Gouin will be in charge assisted by E. Martin. The Hull station will be managed by Mr. C. Kearney and Jno. Sheldon.

20/05/1881 Renfrew Mercury Cobden and Opeongo

Cobden and Eganville Railroad. Concerning this project - quotes the Enterprise - that must come--

20/05/1881 Almonte Gazette Canada Central

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

21/05/1881 Ottawa Free Press Canada Central Chaudiere

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

21/05/1881 Ottawa Free Press Ottawa, Waddington & New York

Account of a meeting at Morrisburg.

26/05/1881 Ottawa Free Press Canada Atlantic

Satisfactory progress is being made with the construction of the Canada Atlantic R.R. The line between Coteau Landing and Alexandria is all under contract; the bridges, to be of iron and steel, of the standard of the Q.M.O. & O. R.R., are being made by the Toronto Bridge Company, and steel rails for this section, about 30 miles, are now en route from England. Cars are expected to be running in September next. The route between High Falls and Ottawa is now being located by Mr. C.H. Keefer and staff. The annual general meeting will be held in Lancaster next Tuesday when full reports will be made.

01/06/1881 Ottawa Free Press St. Lawrence and Ottawa locomotive

The St. Lawrence & Ottawa Railway locomotive Lady Lisgar, has been entirely reconstructed at the Kingston workshops, and is now one of the best on the road. The Lady Lisgar in charge of George Brackenbury, a practical engineer. The Countess of Dufferin, Hi Loomis' locomotive, is still in the G.T. shops in Montreal, but will be on the road next week.

02/06/1881 Ottawa Citizen Other

The Crossen Car works at Coburg were destroyed by fire on Tuesday night, the loss reaching \$40,000 with an insurance of \$13,000.

03/06/1881 Ottawa Free Press St. Lawrence and Ottawa

The Prescott Messenger says: In laying down the new steel rails on the St. Lawrence & Ottawa Railway, many of those originally laid 27 years ago are being taken up. Having lasted so long they of course prove to be of excellent quality of iron, and are being made into fish plates, bolts etc., for use in laying the new rails, for which they answer an admirable purpose. If the new steel rails last as long in proportion the company will be fortunate.

03/06/1881 Almonte Gazette Canada Central

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

08/06/1881 Ottawa Citizen St. Lawrence and Ottawa Chaudiere bridge water

Wm. Perry & Co. have just put up one of their water tanks at the lower station of the St. Lawrence & Ottawa Railway, by which all the water required for an engine can be procured in a minute. The same kind of tanks are in use on the QMO&O Railway.

09/06/1881 Ottawa Citizen St. Lawrence and Ottawa

The St. Lawrence and Ottawa Railway Company is adding to its rolling stock some splendidly finished first and second class cars and baggage cars and may now be considered one of the best equipped roads in the province. The second class cars are all of the new style with cushioned seats.

10/06/1881 Ottawa Citizen Aylmer branch Aylmer

Aylmer. The local trains of this place now run to and from the Union Station at the Chaudiere, which is just finished. As the train carrying passengers is now no longer utilized for drawing freight to Hull much better time is made between here and Ottawa and there is a general expression of satisfaction in consequence.

11/06/1881 Ottawa Citizen Carleton Place

Brockville. 10th. At a meeting of the directors and shareholders of the Canada Central Railway, yesterday, the necessary steps were taken to consummate the amalgamation with the Canadian Pacific Railway. The lines hitherto known as Canada Central are henceforth part of the Canadian Pacific, and will be operated by that company. Archer Baker, former General Manager of the Canada Central Railway has been appointed superintendent of the eastern division of the Canadian Pacific, the district extending eastward from Lake Superior. The amalgamation of the two companies is another step towards placing the Canada Central in the position which its promoters foresaw many years ago would be its destiny. It now forms a vast important link in that great chain of railways connecting the Atlantic with the Pacific on Canadian territory. Mr. Cassels, president, who on signing the transfer papers might virtually be said to have signed his death warrant; but as he himself puts it, the Canadian Pacific does not require two presidents, and therefore he steps down and out.

11/06/1881 Ottawa Free Press Canada Central

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

15/06/1881 Ottawa Free Press Ottawa City Passenger

Mr. Chatfield's light express delivery wagon, while being driven by Dr. K. Graham, yesterday, came to grief on Sparks street, opposite the Russell House, through having a wheel wrenched off by the Street Railway track. The vehicle was drawn for some distance on three wheels before the horse was stopped. No other damage resulted.

17/06/1881 Kemptville Advance Canada Central

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

17/06/1881 Almonte Gazette Pontiac Pacific Junction

Aid to the extent of \$500,000 will be given to the Pontiac Railway, an extension of the Occidental from Aylmer to Pontiac.

18/06/1881 Ottawa Free Press Ottawa City Passenger

Article on the running of the street cars. Exerpts:

There are six car drivers, three stable men and four for miscellaneous work.

Each driver makes ten trips a day. The first car leaves New Edinburgh at twenty minutes past seven in the morning in order to catch the North Shore train going out, and the last at twenty minutes past nine at night, so as to connect with the return trip on the Occidental. Sixty-three trips a day are now made in all, with fifty trips a day during the winter season.

We have eight cars and thirty five horses. Each horse makes an average of four trips a day.

The line is counted as three miles from New Edinburgh to the Suspension Bridge, so that each trop is as good as six miles, and the four trips gives 24 miles travel a day for the horses.

An hour and twelve minutes is allowed for a trip.

Good care is taken of the horses but each spring we sell off the old ones and get new stock.

Goes into type of horses and their keep.

Annual consumption - about 100 tons of hay are consumed and 8,000 bushels of oats, in addition to bran, provender and carrots. The horses are fed hay and oats daily with bran mash and provender every Saturday night, along with some condition powder.

The stable was then visited. It was found in a cleanly condition and well ventilated. The horses were nicely groomed while one of the stablemen was at work grooming down a team just brought in. On warm dusty days the horses are driven into the river on being brought in, when they are well washed with river water and then rubbed dry, thus being made as fresh as ever in a short time under such treatment. They get plenty to eat and look well. About one half of the thirty-five horses were in the stable at the time of the reporter's visit.

"That is Ed. Skead's old steeple chaser, the Captain," remarked Mr. Graham, as he pointed to a well built animal with the head of a flyer.

"Gone from racing to street car work?" observed the reporter.

"Yes, and he does his job well. We have had him a little over four years and he is as good as when we first got him."

The old racer tossed his head as if approving what was said of him.

The car shop is entirely separate from the stable, the entrance being from the main street. The cars are washed daily but it is difficult to keep them clean, owing to dust and mud. In the repair shop the car can be run over a culvert, as it were, where any needed repairs can be made to the under portion, or the wheels removed and replaced, the car being raised up by tackling, when necessary. The blacksmith shop is adjacent.

Mr. Prosser makes change and counts the contents of the bags brought in by the car-driers, making the official returns.

In the running of the cars considerable depends on the management of the drivers, who are conductors as well. The daily receipts from each car average about the same, as one car makes the same number of trips as another. The company have very little trouble with the drivers. If anything wrong is suspected in connection with the returns, a "walking ticket" is promptly given, and that ends it. The men are paid at the rate of a dollar a day, all the year round, putting in twelve hours. They have a steady job.

The principal trouble of the street car driver is the average small boy, who makes a business at certain portions along the line of stealing rides daily. The youngsters rather seem to enjoy the pleasure of just being missed by the whip lash.

Timetables - difficulty of sticking to published timetables.

18/06/1881 Ottawa Free Press Ottawa, Waddington & New York

The people in the neighborhood of West Winchester have subscribed \$200 towards the survey, map and charter of the Morrisburg and Ottawa Railway.

21/06/1881 Ottawa Citizen Carleton Place Chaudiere

Bidon Renaud was charged with trespassing on the Canadian Pacific Railway at the Chaudiere.

24/06/1881 *Almonte Gazette* *Chalk River*

AN EXTINGUISHER. - We learn from the Pembroke Observer that some Frenchmen endeavoured to get up a strike amongst the railwaymen employed in the construction of the C.P.R., and forced many to join them by threats. The powers that be, however, took a very summary method of knocking the strike on the head by arresting the leaders and sending them to gaol for a month. Deprived of their heads the crowd soon gave way.

27/06/1881 *Ottawa Free Press* *Canada Atlantic*

This company have been purchasing the right of way into the city through Stewarton and property for station grounds. The McDougal property has been purchased \$3,000 an acre being paid therefore. A block of the By estate has been bought from Mr. C. Magee, and a quantity of land from McLeod Stewart, in all thirteen acres.

29/06/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere water*

A water column was fixed up at the Chaudiere station of the St. L. & O. Railway today by Mr. Perry, of the firm of Buchanan & Co., Montreal, being the second supplied the company. This will easily supply 2,000 gallons of water in thirty seconds. The columns are used for filling locomotives but can be used for fire as well.

01/07/1881 *Almonte Gazette* *Winchester*

ANOTHER ROUTE. - The promoters of the new line. Smiths Falls to Montreal. Have been testing the feeling of the public along the line of route, and are well satisfied with the prospects. They will probably apply for incorporation next session.

01/07/1881 *Ottawa Free Press* *QMO&O* *Buckingham Jct. Wood*

Farmers are enjoying the benefits of the railroad. They get the following prices for wood: Maple and Birch \$3.50 per cord; beech \$2.50; dry hemlock and other soft woods \$2.00; green basswood \$1.50; hemlock bark \$5 and \$6. Of the latter there is a great supply. Before the railway was built the prices for wood were very low. Hop poles, oak staves, ash for oars, and railroad ties are in good demand.

03/07/1881 *Ottawa Citizen* *Tramway* *Booth's Mill*

A horse belonging to Mr. J.R. Booth was so injured by falling through a tramway at that gentleman's mill on Saturday that the animal was ordered to be killed..

05/07/1881 *Ottawa Free Press* *Toronto and Ottawa*

Mr. Campbell of Port Perry, has commenced to purchase the right of way for the Toronto and Ottawa Railway between Peterboro and Madoc, and where the line crossed the Brockville and Ottawa Railway. It is expected that work will be actively begun within a few days in constructing the line.

05/07/1881 *Ottawa Free Press* *Canada Atlantic*

The engineers now locating the balance of the Canada Atlantic line are expected to reach the city in two weeks. They are now near Eastman's Springs. The track has now been laid from Coteau Landing to Alexandria, over which part a train now runs, and it is thought that the railway will be complete to Kenyon village a distance of 35 miles by September. The road is to be finished to the city by June of next year, at least that is the terms of the contract, and work is being pushed forward satisfactorily. The company have been buying the necessary lands in the city and Stewarton for station grounds and for workshops. Some six blocks are to be used, five of which are in Stewarton and one within city limits. Quite a number of lots in several blocks have been bought and paid for, but the price of others will have to be decided by arbitrators, the owners asking high figures therefore. The road will cross the canal shortly above the Deep Cut. The blocks of land for station grounds etc., lie between Elgin and John streets, in Stewarton, and between Elgin and Cartier in the city.

05/07/1881 *Ottawa Free Press* *Winchester*

The Ontario and Quebec Railway Company will hold their first general meeting of shareholders at Montreal on the 19th of July instant, for organizing the company etc. Mr. Lumsden, Chief Engineer and his assistant, have just gone over the northern route again westward from Carleton Place.

05/07/1881 *Ottawa Free Press* *Ottawa, Waddington & New York*

The Morrisburg and Ottawa Railway promoters seem to have fallen quite asleep. Perhaps they are dreaming over the matter prior to doing something.

15/07/1881 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

The surveying party in charge of the Canada and Atlantic Railway were engaged yesterday in running a line across the Canal.

15/07/1881 *Almonte Gazette* *Chalk River* *Sand Point*

The C.C.R.R. are erecting a turntable at Sand Point in place of the one removed last fall.

16/07/1881 *Ottawa Free Press* *Ottawa, Waddington & New York*

An engineer will shortly go over the route between the two points and make a preliminary survey, reporting thereon to the promoters of the scheme.

16/07/1881 *Ottawa Free Press* *Canada Atlantic*

We understand it is contemplated to cross the canal with this line somewhere in the vicinity of the stove factory on the bank of the canal in Gloucester, and thence deflect the line along the east side of Elgin street to the city limits, where the station will be built.

16/07/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

A circular has been addressed to each mayor of in the county of Pontiac, notifying him that a special session of the county council will be held on Tuesday the 26th inst., for the purpose of meeting members of the Pontiac Junction Railway Company, to ascertain what bonus the county will give to the company, and take the necessary preliminary steps to bring the matter legally before the electors. Hon. Mr. Church leaves for England on Saturday next to raise the money required to build it. Mr. Peterson, the engineer of the Occidental road, has been instructed to visit the county and examine the crossings at Portage du Fort, La Passe and Black River. Messrs. Hector McLean and Thomas Bryson will accompany Mr. Peterson on his trip. The result of the council meeting will be telegraphed to Mr. Church who will be in England at that time. He says that favorable action on the part of the council will materially help him in getting what he wants. He favors the county giving a bonus in preference to taking stock in the enterprise.

16/07/1881 *Ottawa Free Press* *Ottawa, Waddington & New York*

Morrisburg and Ottawa

An engineer will shortly go over the route between the two points and make a preliminary survey, reporting thereon to the promoters of the scheme.

Mr. D.S. Linsley, contractor for the construction of the Canada Atlantic Railway, is in the city. He has just come over the line from Coteau Landing to this point. He says the work is progressing favorably and that by the middle of next summer - probably the 1st of August - the railway from Coteau to Ottawa will be completed. The Toronto Bridge Company are now at work putting up the bridges on the eastern section of the route between Coteau and the Nation River. There are five bridges under way. It is not yet known exactly how many will be needed, as the western section has not yet been finally located, but parties of surveyors are at work. The largest bridge to be constructed, with the exception of the proposed one over the St. Lawrence, is the one that will be required to cross the Rideau River, and that over the Nation River the next in size. The grading of the road has been completed from Coteau to Alexandria, and track laying has begun from Coteau. It is expected that the road will be finished to the Nation River by Christmas. There are about six hundred men employed on the line, the largest force being at work near Alexandria, in one section alone there being one hundred laborers. A large quantity of ties will be got out this winter for the western division of the road. The distance from Ottawa to Coteau is about 80 miles. Mr. Linsley is having the work done by sub-contract. The 45 miles of road on the south side of the St. Lawrence, to give connections with the American system of railways, will also be built next summer. The right of way into this city has been secured, and by the end of a twelve month the Canada Atlantic Railway, it is expected, will be about ready for traffic, becoming an accomplished fact.

Also in the Kemptville Advance of 22 July 1881

A circular has been addressed to each mayor in the county of Pontiac, notifying him that a special session of the county council will be held on Tuesday the 26th inst., for the purpose of meeting members of the Pontiac Junction Railway Company, to ascertain what bonus the county will give to the company, and to take preliminary steps to bring the matter legally before the electors. Hon. Mr. Church leaves for England on Saturday next to raise the money required to build it. Mr. Peterson, engineer of the Occidental road has been instructed to visit the county and examine the crossings at Portage du Fort, La Passe, and Black River. Messrs. Hector McLean and Thos. Bryson will accompany Mr. Peterson on his trip. The result of the council meeting will be telegraphed to Mr. Church, who will be in England at that time. He says that favorable action on the part of the council will materially help him in getting what he wants. He favors the county giving a bonus in preference to taking stock in the enterprise.

R.R. News. - In railway intelligence it is said the Canada Pacific railway company have discharged a number of firemen on the Brockville section, and that employment has recently been given to several engine drivers recently from England. The C.P.R. company are putting in a new turntable at Sand Point.

Bryson. The Pontiac County Council met here today and unanimously passed a by-law granting a bonus of one hundred thousand dollars to the Pontiac and Pacific Junction Railway. The council were addressed by a deputation of the directors, and by a number of gentlemen from Pembroke. The Hon. Geo. Bryson also urged the adoption of the by-law with great ability and effect. The impression is general that it will be adopted by the ratepayers on the 23rd of August by a very large majority. The greatest enthusiasm prevails and the utmost confidence is expressed in the personnel of the railway company.

THE PONTIAC AND PACIFIC JUNCTION RAILWAY.
The County Council vote a bonus.

Brvson, July 20. The Pontiac County Council met here to-day and unanimously passed a by-law granting a bonus of one hundred thousand dollars to the Pontiac Pacific Junction Railway. The Council were addressed by a deputation of the Directors and by a number of gentlemen from Pembroke. The Hon. Geo. Bryson also urged the adoption of the by-law with great ability and effect. The impression is general that it will be adopted by the ratepayers on the 23rd of August by a very large majority. The greatest enthusiasm prevails and the utmost confidence is expressed in the personnel of the railway company

Another first class passenger car has been added to the rolling stock of the St. L. & O. Railway. It was built at the works at Prescott and is a model one. The car will be attached to one of the express trains. In speaking of the railroad line mentioned, the Prescott Telegraph says; "When the new steel rails are all laid on the St. L. & O. R. it will be one of the finest roads in the country." Our contemporary is correct.

A meeting of the stockholders of the Kingston and pembroke R.R. will be held at Kingston on Wednesday, to authorize the issue of bonds and the balance of the unsubscribed capital stock of the company, for the purpose of paying off all liabilities of the company and completing the road to the junction with the Pacific Railway at Renfrew,

The line surveyed for the Toronto and Ottawa road

The engineers of the Toronto and Ottawa Railway have run a line from Richmond village through to Manotic, and are now on their way towards Casselman to form a connection with the Canada Atlantic road at or near that point. The engineer in charge is Mr. A.S. Hogg, who has for assistants, Messrs. S.H. Sykes, D.C. Charles, J.S. Patterson, and W. Mackenzie, with a staff of fourteen chainmen, axmen etc. The survey, says the Kingston Whig, has been a long one, and has been carried through the most rough and inhospitable districts of the province. Starting from Peterboro in December last the route lay through the ridges of Otonabee and Asphodel to Norwood, where the line crosses one mile to the north of the village, thence through a good farming district to Marmora, where the difficulties (usually found in mineral ranges) of securing a good line commenced. Much time was spent in this locality, and we must bear in mind that hitherto work had been carried on amidst the rigours of an unusually severe winter when the snow was deep everywhere and the frost hard and severe. Every man was swathed like an Esquimaux, but unlike them, the latter gentlemen

DISPLAYED A DEGREE OF ENERGY

invigorating to themselves and astonishing to outsiders. The crossing of the Crow river was made upon the ice in the same manner as the Otonabee, Indian and Ouse rivers had already been crossed. From Marmora the work towards Madoc was through a very rough district, but Madoc was reached and the line located to that point before the breaking up of the ice. The staff proceeded thence to Bridgewater, and were now amidst the mineral bearing mountains that attracted considerable attention thirty years ago, and which caused the Hon. Billa Flint to invest heavily in lands and to lay out the above named village. The Scoutanatto river was crossed here a short distance above the rapids known as "Hells Gate". The first camping ground after leaving Bridgewater was in the vicinity of Caniff marsh, and from this point difficulties were encountered and overcome which will, doubtless, at some future time reflect great credit upon those engaged. When perusing accounts of bush and frontier life we cannot help feeling a certain degree of pity for those who

BATTLE WITH THE ELEMENTS

under such very unpropitious circumstances, but we must not overlook the fact that a party who are pushing forward from day to day, and compelled by virtue of necessity to follow one line, from which there must be no divergence, however tempting the surroundings may be, must endure far more privations than those who are settlers in the district. The Bald Mountains were passed through the now famous gorge and a good run made to Arden, near which point the Salmon River was crossed at Newton's mill. The party were next heard of at Mountain grove, where they encamped for a few days previous to reaching the Narrows between White Lake and Sharbot Lake, three miles north of which the line crosses the Kingston and Pembroke Railway. The weather at this time was commencing to get warm, nature was assuming her delightful spring garb and everything was lively; but civil engineers and surveyors look at these things in another light, and saw only myriads of famishing mosquitoes, squadrons of deer flies and their allies in black. The bright green grass was

SWARMING WITH GARTER SNAKES,

the picturesque islands lost their beauty and their black snake denizens remained unmolested. Lovers of nature must be healthy, wealthy and wise before they fully appreciate her beauty. Imagine a hungry engineer meeting a deer in the woods. One thought is paramount "venison steak". And the beauties of curved neck, flashing eye, or symmetrical antlers are dilated upon when the bones are picked. At Sharbot Lake a long stay was made, and lines run, upon both sides, one line crossing the lake upon a string of islands (there are ninety islands in the lake) a short distance east of the narrows. The Fall river was next followed by Maberly, where some time was spent owing to the drowned land, through part of which the line was run. Perth was reached early in the present month, and the party enjoyed themselves in endeavoring to recall the various modes and manners of civilized life. At Franktown and Richmond the party were well used. They will be through with their work in about a week. The first sod of the road was turned at Madoc on the 19th of July instant, a contract for a portion of the line having been given out.

30/07/1881 *Ottawa Free Press**Winchester*

The Ontario and Quebec Railway survey party, headed by Mr. Lumsden started from the town of Perth, and is thus referred to by the Courier newspaper of that place: "Commencing at Drummond street on the ridge near the 3rd line, they ran the line across Wellandsville, then across Wilson street, intersecting Mr. John Thornton's field at Greenley's Corner, near the house. After this the line runs into Bathurst, through Messrs. F. Tovey and Duncan McDonald's front field, towards Glen Tay, and within a half mile of it, in the meantime crossing to the north of the Toronto & Ottawa line, near the toll gate. Both lines keep nearly parallel between the town and Glen Tay, and east of the town into the 3rd concession of Drummond. The switch from the O. & Q. to the Canada Pacific track, will be placed back of Mr. Peter McLaren's and the connection about half a mile long. The party comprises Mr. H.D. Lumsden, C.E., and eight assistants, Messrs. Stuart, Cummie, Noble, Allan, Jones, Ford, Maddock and Ling." Peterboro' party is the objective point of the survey.

30/07/1881 *Ottawa Free Press**Canada Atlantic*

Work on the Canada Atlantic Railway is booming; sufficient men cannot be had to do the work.

30/07/1881 *Ottawa Free Press**Maniwaki*

The promoters of the Gatineau Valley Railway scheme must all be asleep, as nothing is now heard about the projected road.

30/07/1881 *Ottawa Free Press**Ottawa, Waddington & New York*

A survey party for the proposed Morrisburg and Ottawa Railway, leave the city on Tuesday morning next.

01/08/1881 *Ottawa Citizen**QMO&O**Ottawa*

Mr. Allmand, night watchman at the Union Station, for the Q. M. O.&O. Railway is the owner of a fine dog who always accompanies him while on night duty. Mr. Allmand was formerly watchman at the Hull station and resided in the city of Hull. His dog cannot forget old associations and every morning it gets on board the Aylmer train at Ottawa and remains at the Hull station until the last evening train, when it returns to Ottawa in time for its night duties.

A greater part of the line on the Q. M. O.&O. Railway, between Hull and Alymer has been fenced in with barbed wire and it is the intention of the Quebec Government to extend this kind of fencing the whole length of the line.

04/08/1881 *Ottawa Citizen**St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway company have made a contract with McRae and Co. to carry 800 car loads from Scranton, Pa. to Ottawa during the next four months. The first consignment of 30 cars arrived last night and are being unloaded at the depot. Messrs. McRae & Co.'s coal dumps are so arranged this season that a train of 30 cars can be unloaded inside of three hours.

08/08/1881 *Ottawa Citizen**St. Lawrence and Ottawa**Ottawa*

A few blocks of very fine sandstone, to be used in the repairing of the tower of the Eastern Block, arrived by the St. Lawrence and Ottawa Railway on Saturday last

10/08/1881 *Ottawa Free Press**Brockville*

Account of excursion Ottawa-Brockville.

FATAL G.T.R. ACCIDENT

A Passenger Express Train Comes to Grief

THROWN BY A COW AT PRESCOTT

The Locomotive Jumps the Track and is Smashed.

THE DRIVER KILLED ON THE SPOT

Miraculous Escape of a Train-full of Passengers

By Telegraph to THE CITIZEN

Prescott, 13th. Prescott. The No. 4 express from Montreal to Toronto passed here at her usual time, 2.20 a.m. having a large train of coaches well filled. After leaving this station and when passing the semaphore west of the station, the cowcatcher caught a cow which was one of three or four on the track and carried her along the track about three or four hundred feet to the first crossing west of town. The cow was carried over the cattleguards to the east side of the public road, but fell partially into that on the west side of the road, lifting the engine off the track and throwing it over the slight embankment to the south side of the railway. The engine lies a perfect wreck with all its upper furnishings twisted off. The engineer Howarth, held heroically to his place and was found a mangled corpse, partly under the engine with one hand around the whistle and the escaping steam pouring forth on his side. The ground where he lay is saturated with blood. His body now lies in the baggage room of the station awaiting an inquest. The express messengers were also among the injured, but were able to be sent to their friends. A report says six passengers were wounded, but as they were transhipped to another train and sent westward, this cannot be positively ascertained. The tremendous force of the concussion can be partly understood by one standing at the scene and seeing the total wreck of cars and engine. The engine fell on the south side of the track, where it remains, but the tender passed about thirty feet further and with its truck lies a shapeless mass on the north side. Close to the tender, but father into the field, lies the express car, also a total wreck. The agent of the company at this place promptly placed a man to guard the goods, which was scattered by the collision. A second class car is piled on the tender, while its rear-end is buried in the ground to a considerable depth. The windows of this car are broken, probably by the affrighted passengers, who made that escape through them. Some of the seats and windows are covered with the blood of the wounded. From the point where the engine caught the cow to where it jumped the track, and now lies embedded in the soil, is about 300 feet. The track was torn up sixty or seventy feet, which is being promptly repaired, and will be ready for the westward express at one 1.47 p.m.. The property damaged is the engine and tender, the mail and baggage and express cars, one second class and three first class cars. The loss of life is small, when it is remembered that a heavy train on a downgrade was suddenly stopped and its living freight piled indiscriminately among wrecked cars.

Montreal, 13th - the news of the accident on the Grand Trunk Railway created a profound sensation here today, as there was a very large number of citizens on the train, including the members of the Junior Shamrock Lacrosse Club, who were going to Toronto to play a match. One of the victims of the catastrophe, the fireman Taylor, was brought to the city about mid-day. He is very badly injured, but the doctor thinks not fatally. His head, face, arms and legs are covered with cuts and bruises. He says he was thrown from the engine right over the tender, and was caught in something and dragged for some distance until he became senseless. The accident he and others attribute to the slowness of the train on the downgrade. Had the speed been twenty miles an hour the cow would have been pitched off the track and no injury done. Howarth, the dead engineer, leaves a wife and one child, who resides near this city. He was eighteen years in the company, and was considered one of the safest and best men in the service. The Montreal Witness says: "the accident on the Grand Trunk Railway evidently is a more serious one than the official despatch received from the railway headquarters would seem to indicate. On the arrival of the Toronto Lacrosse team members of which were interviewed by a witness reporter, who received the following accounts in substance: at about half-past two o'clock, when we were asleep, our car suddenly stopped, and we were ordered to get out and walk to the next station, Prescott, about half a mile away. On the road we saw the cause of the trouble. The engine of the up train was lying on its side off the track. Crushed, with his arm around the whistle from which the steam had been escaping, was the engine driver, with his hands clenched, a rag wrapped around one, a wound in his cheek. He had evidently been thrown forward from his position. The tender was upside down under a passenger car, the express car was one mass of splinters, and having been loaded with fruit, quantities of it were piled around, some six passenger cars were off the track, the track was torn up for a hundred yards or more, the ties being "scooped right up." The passengers from both trains were gathered around and the wounded men were moaning piteously. It required a minute search to discover any traces of the cause of the accident. A tuft of hair here, a piece of flesh there, a bone and a fragment of tail, scattered along the track for a hundred yards where all that was left of the cow which had been straying on the track. The train had just left Prescott having gone but about half a mile when the accident happened and thus has not got up full speed. Had it been running quickly the probability is that the cow would have been thrown off without difficulty but there not being sufficient momentum for this the locomotive left the track. As quickly as possible the dead and wounded men were carefully picked up. The wounded were the fireman and express messengers, King and Mackenzie. King, who received internal injuries was placed on the east bound train, and sent to Toronto with the westbound passengers. The fireman, express messenger Mackenzie, in charge of a physician, and the body of the engineer, Howarth, were placed on the uninjured western bound cars and after considerable delay this train was attached to the morning's local from Cornwall, which backed down to meet them, and brought to Montreal. The express messenger Mackenzie, however was carried off the train at a station west of Cornwall, it is said in a dying condition, still in charge of the physician. Some eight or nine of those in the passenger car were injured more or less, but some very seriously, while all in the car received a terrible fright; but, strange to say, those in the Pullman car were not in the least disturbed at the time of the accident.

The passengers in the Eastern bound train arrived at the place of the catastrophe only some half hour after the accident.

Our special correspondent telegraphs the following from Prescott: John Howarth, the driver, was a steady, conscientious man, who originally came from Toronto. He had been nineteen years in the employ of the Grand Trunk Railway, and leaves a wife and two children. Mrs. Howarth who is a niece of the late Mr Sandfield Macdonald, and is at present visiting some friends in Summertown. She is as yet unconscious of her husband's terrible death. It appears that Howarth stuck to his engine to the last. He must have left the cab and climbed out on the boiler so as to be able to jump, as he was found beneath the engine, which had actually turned a somersault. Both his arms were clasped around the whistle of the locomotive, and he was scalded to death as he lay there helpless. Two hours elapsed from the time of the accident until the working party was able to get at him, and when they did he was quite dead.

Robert Scarlett, the baggage man, is a native of Toronto, and was sent home by the train he had come on. He is seriously injured.

King, of Toronto, express messenger, seriously hurt, was sent on to Toronto.

The fireman is very seriously hurt and it is doubtful if he will recover from his injuries. He has severe wounds on the left arm and leg, and is scalded. It is feared that he has been injured internally by inhaling steam. He belongs to Montreal and was sent through this morning, a bed having been made for him in the Pullman car. His neck and face was swollen and his chest and shoulders badly scalded.

Fatal Railway accident. A young girl killed. A very sad and distressing accident attended with fatal results, occurred yesterday at Fairfield, a small station on the Canadian Pacific Railway and about five miles north of Brockville. It is what is known in railroading parlance as a "flag station," and passenger trains are in the habit of "slowing up" on certain days to catch the mail. As the express drew near the depot yesterday, having reduced the running speed, a young girl was seen to be running with a letter in her hand towards the approaching train. When within a few feet of it, the girl, strange to say, jumped across the track in front of the engine, some portion of which evidently struck her, as she was hurled to one side with terrible force. The train was immediately stopped and the unfortunate victim taken into the station. She was then unconscious, and a fracture of the skull appeared to have been caused. A doctor, who was on the train, examined the wound and expressed the opinion that she could not recover. Subsequently she was removed to her home, near the station, and a medical attendant telegraphed for at Carlton Place by the conductor. The victim's name is Cowan, and she was a bright, prepossessing girl of fourteen years of age. Information received late yesterday stated that death had ensued. A number of persons, both on the platform of the depot and also on the train, were sad witnesses of the terrible scene. An almost similar accident occurred at the same station some five years ago. A young boy, bereft of speech and hearing, was in the habit of crouching in a culvert, and enjoying the questionable pleasure, derivable from a train passing over him. He was frequently remonstrated with at this dangerous pastime, but heeded not the advice. One day he occupied his favorite position, but allowed his curiosity to lead him into a fatal mistake. Becoming restless at the delay, he raised his head to see how near the train was, it being then right upon the spot. Before he could get back into position the engine came ponderously along and completely severed his head from his body.

19/08/1881 *Kemptville Advance**Kingston (CN)**Prescott*

FATAL RAILWAY ACCIDENT

What proved to be the most serious railway accident which has happened in this part at Canada for a long time, occurred on the Grand Trunk R. R. about 2.30 on Saturday morning last near Prescott. It appears that when about half a mile from the Junction, the engine came in contact with a cow lying on the track, which was shoved upwards of 400 feet by the cowcatcher, and then partially dropped into a culvert, causing the overthrow and complete wreck of the engine. The tender followed, but separated [sic], the baggage van and smoking car next went, but on the opposite side off [sic] the track. Then came, a passenger car which ran past the locomotive, and though off the track, continued on the line. Three more cars left the track, being distributed one on each side of it. The train consisted of fifteen cars, six Pullmans, one Composite Ottawa car, four first class cars, a postal express and baggage car. The Pullmans, Composite and one first class car did not leave the track. Conductor Gee, - who fortunately received no injuries, - with the assistance of others gave such relief as they could to the wounded. The engineer, John Haworth, of Montreal, was found under the engine, with life extinct. One arm was around the whistle and his head resting on the escape valve. It is said his head, neck and shoulders were virtually par-boiled by the escaping steam, which gave the body a horrible appearance. Wm. Taylor, fireman, dropped between the engine and tender, and was bruised and scalded, but not fatally. King and Mackenzie, messengers were in the express car, the former being badly squeezed and internally injured; the latter very slightly hurt. Robert Scarlett, baggage-man, was found with shoulder dislocated and unconscious, but shortly recovered. The excitement among the passengers was intense - those in the second class car being badly shaken up. It is said one French woman put her two children through the car window, cutting herself badly in doing so. A Mr. Harstrom of Holton, Mich., was injured, it is feared internally and in spine as well. Mr. A.B. Atwood, of Connecticut was injured on the arm; Mrs. Porteous of Rochester had her wrist badly cut by the broken window, and Mr. A.C. Nichol of Toronto received several contusions in the body. The wounded were properly attended to by the Prescott physicians.

19/08/1881 *Ottawa Citizen**Carleton Place**Chaudiere*

Union Station Clock. The public clock at the Union Station, Chaudiere, has the bad habit of stopping occasionally, and yesterday made up its mind to stop again and thereby puzzle travellers intensely as to the time for the departure of trains. When, however this railway clock condescends to go, its indecision as to time of day is very inexcusable, considering it is within earshot of the great sounding notes of its parliamentary superior, the tower clock. Nevertheless, it will hold its own opinion and obstinately insist that the true time of day is falsely set forth by the sun and his abject follower the Parliament tower clock. The sooner it confesses its errors and sets itself right the better for the travelling public and their friends.

20/08/1881 *Ottawa Citizen**Carleton Place*

The Canadian Pacific Railway has received 400,000 tons of steel rails at Brockville, which will be utilized in laying a new track between here and Brockville. This is quoted correctly but it seems like an awful lot of rail, maybe 3,500 miles.

22/08/1881 *Ottawa Free Press**St. Lawrence and Ottawa*

The train carrying the Gouverneur excursionists the other day made the run between Prescott and Ottawa in 1:56 including stoppages of probably 20 minutes making the actual running time 1:36 for the 54 miles. The train consisted of eight cars laden with passengers. This is remarkably good. The road is in fine condition, being laid with steel rails throughout.

TRAIN WRECKING

Two attempts in one night - A Pullman Car Damaged, but no Lives Lost

The train-wrecker is again at work. He seems determined to carry out his object, as it is but a few months since an attempt was made to throw a train from the Grand Trunk Railway track a few miles below the depot. This time, however, instead of there being one obstruction laid, there were two, and on the same night - one on the main line and the other on the branch. Between 3 and 4 o'clock on Sunday morning, a train was coming into Kingston, when it struck something on the track which gave the passengers a terrible shock. In getting off the car it was found that

A RAIL AND STICK OF TIMBER

had been placed on the track, the former crosswise and the latter lengthways. The timber, which was about three feet long, was laid close to the rail, so as to catch the wheel. However, it was split clean in two, which saved the cars from being hurled from the road down into a ditch. The pilot engine also struck the timber, and her front wheel was raised some six inches, but as the wheel broke, she dropped onto the rails again. The obstruction was placed immediately after the bend, a little this side of the depot and almost opposite the residence of Mr. C. Rappe, and seemed to have been laid with due care. The Pullman car was fairly laden with passengers for the steamer Magnet. In fact the vehicle was so crowded that the people had to stand up so it can be seen what terrible calamity would have ensued had the timber and rail done the work which they were intended to do. As it was, the two break beams of the car were broken and the foot board of the pilot was smashed. Footprints were found in the sand of two persons, who from appearances, have small feet.

ANOTHER OBSTRUCTION

About a quarter of a mile on the other side of the depot another obstruction was laid, and in all probability by the same persons or their companions. No. 22 engine was coming from the East rather quicker than usual, being desirous of crossing No. 3 at Kingston, when she struck two ties that had been lying across the track, and sent them spinning ahead about 100 yards. On making an investigation the conclusion was come to, from marks on the track, that the ties had been laid for the benefit of No. 3 from the west, which accounts for their having been so easily removed. If they had been struck from the west the train would undoubtedly have been thrown from the track and a similar accident to the recent one at Prescott have taken place, but, probably, with more fatal results.

It is gratifying to note that both trains escaped serious injury, notwithstanding that the obstructions had been placed in a manner that could hardly fail to wreck a train. Detective Flynn, of the G.T. R. has arrived in the city. It is to be hoped he will be successful in discovering the miscreants who seem to take a delight in snuffing their fellow beings out of existence.

THE CONDUCTOR'S STORY

Mr Peter Reed, conductor of the pilot running into the city, was interviewed in regards to the matter. He left the outer station at 3:40 a. m., on Sunday morning, and, about five minutes afterwards, the wheels of the Pullman struck a rail which had been placed on the track pointing towards the coming train, but as the rail was clumsily placed, it was moved forward and fell beside the track without doing any damage. Scarcely had the train got clear of the obstructing rails when a large Oak block was encountered. This block was 3 feet long and eighteen inches square and was so placed that one end rested against the railway ties, while the other was raised so as to strike the approaching car. The train came on with such speed that when the brake beam of the Pullman struck the block, the latter was split in two, the top piece being carried on in front of the car while the other piece passed under the car and struck the engine breaking the footboard.

Fortunately both the Pullman car and the engine remained on the track or the accident would have been much more serious than it was, as on both sides of the track there is an embankment twelve feet high. The object of the dastardly attempt was doubtless plunder, as this train is usually crowded with American tourists about to take the steamer of the Richlieu and Ontario navigation company going to Montreal.

22/08/1881

Ottawa Free Press

Carleton Place

Carleton Place

On Friday last a second class car on the Canadian Pacific Railway, was left standing on a down grade, with brakes down, at Carleton Place, while the balance of the train was being shunted. The car contained some seventy shanty men, returning to the city from up the river. A freight car was standing some one hundred yards off on the same track. One of the occupants of the second class car, unwittingly let go the brake, the car, as a result, starting at a swift pace down the grade, and colliding with the freight car, made a loud crash, damaging the latter car considerably. The shantymen, who were all more or less shook up by the collision, blamed it on the train hands, and were going to clear out the station, when it was discovered that it was one of their own number who had perpetrated the act.

23/08/1881

Ottawa Free Press

Canada Atlantic

Moose Creek

Mr. R.A. Sims of Bay street left this morning for Moose Creek with fifteen men, engaged to work on the Canada Atlantic Railway for one year at \$1.25 per day. Board is \$2.50 per week. Some fifty men will leave next month for the same destination in charge of Mr. Sims.

23/08/1881

Ottawa Citizen

Chalk River

Pembroke

Pembroke Post. A train of thirteen cars containing the first of Mr. Allan Grant's timber from Kippawa passed through Pembroke last Friday about noon. The timber was driven down in single sticks from Kippawa to Mackie's station where it was loaded on the cars and goes direct to the Commissioner's Wharf at Quebec by rail. It is a splendid lot of very fine white pine of good girth and dimension and in excellent condition. Quite a crowd of lumbermen viewed it while it stopped here and their comments and opinions on the manufacture and appearance after such a long drive were exceedingly complimentary. It will no doubt find a ready market when it reaches its destination. An extra engine had to be put on the train between here and the Government Road. There will now be a continuous freight travel between Mackie's eastward until the timber is all taken down, the authorities having promised to send down if possible two trains a day containing about 600 feet, to carry down the timber of the Scotch Syndicate represented by Mr. Allan Grant. Another train of cars went down last Saturday.

25/08/1881

Ottawa Free Press

Ottawa, Waddington & New York

The preliminary survey for the Ottawa, Morrisburg and Potsdam Railway is progressing satisfactorily. The line is about located between Metcalfe village and this city and in a few days a start will be made between Morrisburg and Metcalfe. So far an easy route has been found.

25/08/1881

Ottawa Free Press

Carleton Place

Ottawa, Broad Street

Palace advertising car inspected by a reporter from the Free Press. More.

29/08/1881

Ottawa Citizen

Chalk River

Arnprior

SAD DEATH. - A brakeman named Charley Sims, was accidentally killed at Arnprior, on Friday night, whilst coupling cars on the Canadian Pacific Railway. The body was brought to this city and removed to his parents residence on Ashburnham Hill, from which the funeral took place yesterday.

30/08/1881

Ottawa Free Press

Canada Atlantic

The terminus of the Canada Atlantic Railway at this end will be in Stewarton, where lands have been purchased for station grounds. The Chaudiere branch of the St. L. & O. Railway will be used in the shipment of lumber.

30/08/1881

Kingston Daily News

Kingston (CN)

Lancaster

Wm. B. Hislop, a native of Erneststown, was killed at the recent Railway disaster at Lancaster.

31/08/1881 Ottawa Citizen Chalk River water

The Canadian Pacific Railway is finding some trouble in securing an adequate supply of water from the tanks along the line as for the past fortnight there has not been sufficient wind to move the mills with force enough to pump the water. The result has been that train hands have been compelled to pump the water into the tanks by hand. This is the first time in the history of the road that such a contingency has arisen.

31/08/1881 Ottawa Free Press QMO&O Chaudiere

Several bus loads of young people, destined for the Christ Church picnic at Deschenes Rapids today, arrived at the Union station this morning, in time to miss the train. Mr. Scott, General Superintendent, was telegraphed to, with the request that the train should be put back for the late comers. This was kindly acceded to and the train was backed up from the Hull station, taking all on board. The delay occasioned was about half an hour.

31/08/1881 Ottawa Citizen Carleton Place

The work of laying the track of the Canadian Pacific Railway from here to Brockville with steel rails has commenced.

01/09/1881 Ottawa Citizen Kingston (CN) Lancaster

Despatches received here state that the jury in the Lancaster Railway accident rendered a verdict of manslaughter against Crankshaw, [sic] the conductor of one of the trains, and Defoe, the operator. They also censure the Grand Trunk authorities for carelessness in not requiring all trains to stop at stations..

02/09/1881 Almonte Gazette Pontiac Pacific Junction

THE PONTIAC RAILWAY. - The bylaw granting a bonus to the Pontiac railway has been defeated. The lower townships gave majorities in favor of, and the upper majorities against the bonus.

02/09/1881 Almonte Gazette Kingston (CN) Lancaster

Terrible Collision.

The most serious collision which has been known on the Grand Trunk Railway for many years occurred early Saturday morning about 50 miles west of Montreal, between Bainesville and Lancaster. A heavy special freight train bound for the west left Bainesville station shortly after four o'clock in the morning, while the regular down freight train which was lying at Lancaster also received orders to proceed. They proceeded until they had reached their ordinary swiftness, when suddenly through the dense fog which was at the time hanging over all the country around completely hiding objects but a few yards distant, the engineer of each train.

COULD INDISTINCTLY DISCERN AN OBJECT ON THE TRACK.

in a moment the fearful situation was apparent. It was too late to stop or even slacken off at all. Some of the men jumped from the trains, and a moment after the engines came together with a fearful crash, the iron framework being crushed into shapeless mass, over which the cars piled in horrible disorder until a mountainous wreck blocked up the track for the space of several rods.

Cliff, the driver of the special Freight train, was soon found. He had been seriously injured, but it is believed he will recover. His young fireman named Hyslop was found crushed most horribly in the debris. He was conveyed to Lancaster, where for a few hours he lingered, until his agonies were terminated by death.

Ford, the driver of the down train, also sustained very serious injuries. With Cliff he had remained at his post as long as it was possible to do anything. Both were taken to Lancaster and at once put under medical treatment. A brakeman named Anderson, living at Point St. Charles, was found in the ruins still alive, but

HIS DEATH WOUND HAD BEEN RECEIVED

and about noon he died. A brakeman named Nelson, who was on the train, was killed instantly, but his corpse remained buried probably many feet deep in the wreck. Many of the residents crowded around and did all in their power for the wounded, while others of them lined the fences on either side, and surveyed the scene with palid faces.

The scene was one which the reader could not adequately realize from a description. But a few fragments of iron could be seen protruding from the mass about the place where the engines came together. The front cars had been loaded with compressed hay, which was piled up, carload after car load, mingled with the shattered remains of the cars.

FROM THE SUMMIT OF THE WRECK

a view might be had of the country for some distance, while the Observer looking down on the right hand or the left saw the awful work of the disaster. The heavy wheels of one car might be seen upon the roof of the next, where everywhere splinters from the wrecked cars were strewn in disorder. To count the number of the cars would have been impossible, for some of them were concealed under tons' weight of debris. The side of the track was blocked up, so that to walk around the ruin the passengers had to enter a neighboring field.

09/09/1881 Kemptville Advance St. Lawrence and Ottawa Dalhousie Street

Fatal Railway Accident

OTTAWA, Sept. 3, About half-past nine o'clock this morning a fatal and shocking accident occurred at the St. Lawrence and Ottawa railway crossing at Dalhousie street, by which Mrs. Pittman Lett, wife of the City Clerk was instantly killed, and another lady seriously injured. The particulars as learned so far are as follows:- Mrs. Robert Hinton called on Mrs. Lett this morning, inviting her to spend the day at her residence. Taking Mrs. Hinton's carriage, the ladies went on their way until they reached the railway crossing at Dalhousie street. Engaged in conversation, the ladies did not notice a train which was being shunted. As the buggy reached the rails the train struck the carriage and quickly overturned it. Mrs. Lett fell on the track, and the cars passed over her, mangling her arm and other portions of her body. Death was almost instantaneous. Mrs. Hinton was severely cut, and bruised, but escaped death. She is, however, completely prostrated by the nervous shock. As soon as the accident occurred the services of Dr. Bell, of New Edinburgh, and Drs. Grant and Bentley, of the city, were procured. They attended to the injuries of Mrs. Hinton, but Mrs. Lett was beyond all aid.

09/09/1881 Ottawa Citizen Kingston (CN) Lancaster

It will be remembered that the conductor of the Grand Trunk train which collided at Lancaster recently with such disastrous effects was committed to jail on a charge of manslaughter. At Osgood Hall this morning, on the return of a habeas corpus, Mr. Aylsworth moved for an order for Chrenshaw's [sic] discharge on the ground that the inquest held on the bodies of those killed was irregular, as it was commenced on Sunday, which rendered it void. No one appeared for the crown in opposition to the application, and Mr. Justice Osler gave an order directed to the warden of the Cornwall jail to release Crenshaw from custody.

10/09/1881 Ottawa Free Press Aylmer branch Aylmer

Mr. Jackson, the genial baggageman on the Aylmer branch of the Q.M.O. & O. Railway was presented yesterday with a beautiful pipe and case by the civil service employees, who have been staying in Aylmer during the summer months. Mr. Jackson was rather taken by surprise, but made a suitable reply in thanking the donors for their gift. Mr. W. Aumond made the presentation. Aylmer Times.

12/09/1881 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

Special coal trains are arriving daily at the Lower Town depot of the St. Lawrence & Ottawa Railway for local dealers. One of a number of similar reports.

17/09/1881 Ottawa Free Press Ottawa, Waddington & New York

Morrisburg - The site for the international bridge in connection with the Morrisburg and Ottawa Railway was located today. Mr. Keefer of Ottawa, assisted by an engineering staff comprising Mr. Imley, contractor, Mr. Soars C.E., of Ottawa and others accompanied by Messrs. Farlinger, Munroe and Kennedy of Morrisburg, examined the different locations along the river and after a close inspection and the taking of several measurements of the river, it was found the point at Mr. James Doran's across to Ogden's Island was the most desirable site on the St. Lawrence for a bridge, it being eminently satisfactory in every respect. The distance from the north shore across deep water at this point is only 400 feet; then a shoal, and not more than 7 feet depth of water to Ogden's Island. The spot chosen will be PARTICULARLY FAVORABLE

to Morrisburg and Waddington as offering great conveniences to those places. At Morrisburg the station can be brought in south of the Grand Trunk line, in the centre of the town touching Waddington, also in the heart of the village. The engineer conveyed the thanks to Mr. Munro for his assistance, his being thoroughly conversant with all the peculiarities of the river in this section. While the engineers were engaged in this work two steamers passed up the other down, thus giving them a favorable view of the channel, and enabling them to select a spot that would not interfere with navigation.

22/09/1881 Ottawa Free Press QMO&O Chaudiere

A new siding is being constructed at the Union Station yard. It will be principally used for freight cars on the QMO Railway shunted off the main track. A number of section men are laying the rails at present.

23/09/1881 Kemptville Advance Ottawa, Waddington & New York

Morrisburg and Ottawa Railroad

A meeting of this Railroad Committee took place at Morrisburg on Friday last. There were from Ottawa Mayor Mackintosh, Messrs. McTavish, Keefer, Finlay Mitchell, C.E., and Soare, C.E. A letter was read from Hon. James Skead, regretting his not being able to attend owing to the pressure of business. Mr. Morgan, of Metcalfe, arrived at the close of the meeting. Mr. John Rochester, M.P. and Mr. J. S. Ross, M.P., were both present, and offered any assistance in their power. The principal object of the meeting was to decide where the bridge was to cross the St. Lawrence. After an examination of the river by the committee it was decided to cross at Ogden Island. It was decided to change the name of the road to the Ottawa and Waddington and New York Railway and Bridge Company. Immediate action is to be taken towards getting a charter on both sides of the river from the different legislatures. The meeting was of the most satisfactory nature. Mr. Soare, C.E., was set to work to take soundings of the river, and to make a preliminary survey in order to get a charter. Hon. Mr. Pierce, of New York, was also present, and offered his aid to the scheme.

26/09/1881 Montreal Gazette Ottawa, Waddington & New York

Application will be made to parliament for an act incorporating the Ottawa, Waddington & New York Railway and bridge Company

28/09/1881 Ottawa Free Press Canada Atlantic

It is expected that the final survey of the Canada Atlantic Railway upon the western division will be completed into the city by Saturday evening. Work upon the line is being steadily pushed forward.

30/09/1881 Renfrew Mercury Chalk River Gauge change

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

30/09/1881 Ottawa Citizen Ottawa, Waddington & New York

The preliminary survey of the proposed railway from Ottawa to Morrisburg is progressing rapidly. Looking at the proposed crossing of the St. Lawrence River at Waddington.

30/09/1881 Kemptville Advance Ottawa, Waddington & New York

The Canada Gazette contains the following : Notice is given that application will be made at the next session of Parliament for an Act to incorporate a company for the purpose of constructing and working a line of railway from the city of Ottawa or some point on the St. Lawrence & Ottawa Railway or the Canada and Atlantic Railway, passing through or near the villages of Metcalfe, Ormond, Vernon, Bate's Corners or West Winchester, Winchester Spring, Bell's Corners and Morrisburg, to a point opposite Ogden's Island, in the State of New York; with power to construct a bridge across the canal and the main channel of the St. Lawrence River to Ogden's Island, connecting with a line across the Island and the American water to Waddington and Teal's Station or some other point on the Ogdensburg and Lake Champlain Railway and with the projected line of railway through the Adirondacks to North Creek ; with power to amalgamate with, connect with, and obtain running powers over, any line or lines of railways and bridges, within or without the Dominion of Canada; and with power also to build and run tramways, steam ferries, steamboats, vessels and barges in connection with the rail line of railway and bridge to be called "The Ottawa, Waddington and New York Railway Bridge Company

30/09/1881 Almonte Gazette Ottawa, Morrisburg and New York Morrisburg

Bridging the St. Lawrence

The site for the international bridge in connection with the Morrisburg & Ottawa Railway has been located. Mr. Keefer, of Ottawa, assisted by an engineering staff, examined the different locations along the river, and after a close inspection and the taking of several measurements of the river, it was found the point at Mr. James Doran's across to Ogden's Island was the most desirable site on the St. Lawrence for a bridge, it being eminently satisfactory in every respect. The distance from the north shore across deep water at this point is only 400 feet; then a shoal, and not more than 7 feet depth of water to Ogden's Island. The spot chosen will be particularly favorable to Morrisburg and Waddington as offering great conveniences to those places. At Morrisburg the station can be brought in south of the Grand Trunk line, in the center of the town, touching Waddington also in the heart of the village.

05/10/1881 Ottawa Free Press Maniwaki

Account of a meeting of the provisional directors of the Gatineau Valley Railway. More

The Morrisburg Railway Meeting
Meeting at Winchester Springs

A public meeting was held at Winchester Springs on the 1st instant, in the interest of the Ottawa and Waddington Railway scheme. The Chairman, Mr. S. Coons, explained in a few words the object of the meeting, namely, to appoint a local committee to co-operate with the general committee, and to hear some remarks from Dr. Anderson and others in regard to the progress of the undertaking.

List of members

Moved by J.W. Taylor, seconded by M. Millar, "That this meeting is highly pleased with the favourable prospects of the Ottawa and Waddington Railway scheme and International Bridge, believing, as we do, that it will be a great boon to this section of the Province, and of incalculable benefit to this county, and one of the best projects in the Dominion, forming the grand connecting link between the railway systems of this country and the United States; we further pledge ourselves to give it our united and hearty support".

Thanks etc.

06/10/1881 *Ottawa Free Press* *Canada Atlantic*

The final location of the Ottawa section of the Canada Atlantic Railway is now about completed. The survey party quit work at Hurdman's Bridge last evening, and will have the exact route right into the city figured down before another day goes by. Mr. Hale is engineer in chief of the Canada Atlantic road, being assistant to Mr. Linsley, the contractor. He is now in the city. Mr. Ambrose Duffy is the engineer engaged in the final survey now being made. His party is composed of H. Rees, W.R. Davidson, W. McMillan, F. Reynolds, C. O'Neil, E. Janacque, Y. Janacque.

The Western Section.

A magnificent route has been surveyed from High Falls to this city. From the Falls to Taylorsville the road runs along the flats in a straight line, the distance being a little over 22 miles, and an easier section for building a railway cannot be found anywhere on the continent, as it is perfectly level; to use the expression of engineer Duffy, "it is as level as the floor." The line passes just south of Eastman's Springs, crossing one corner of Messrs. Swalwell & Borbridge's hotel property; and runs in a northwesterly direction. It crosses the road a short distance west of the Springs, and runs along the north of it. After passing Taylorsville, the line breaks to a more northerly direction, in order to strike the city as the first trial line took the surveyors some seven miles to the south. The road passes south of the Cyrville Church, thence through Kelly's farm, and will cross the Rideau River about 100 feet north of the Hurdman's bridge, and will come into the city through Archville striking Stewarton. The necessary property in Stewarton and the city has already been secured, although a few lots have yet to be arbitrated upon.

THE EASTERN DIVISION

Work is rapidly being pushed forward on the section between Coteau Landing and High Falls. Already the track has been laid some distance west of Kenyon, which is 34 miles from Coteau. It is expected that the track will be laid to High Falls by the first of November. Three trains are operating upon the built portion, one at the head of track, one for ballasting and the other for bringing up the iron. Over 200 men are engaged in tracklaying alone, and 4,000 feet or three quarters of a mile of track, is being laid daily. The ballasting of the road is being pushed forward with all rapidity, a night gang working as well as a day gang, the electric light being used by the enterprising contractor for the construction of the road so as to facilitate night work. This is at the gravel pit a short distance east of Kenyon. The best steel rails are being laid upon the road, which will doubtless be first class in construction.

THE SOUTHERN DIVISION--
ENGINEERS IN CHARGE

The assistant engineers under Mr. Hall, who have charge of the work of construction upon the road are as follows: Mr. Lampman at High Falls; Mr. Hobbart at Kenyon; Mr. Mountain at Alexandria, and Mr. McInnis at Coteau.

THE ROUTE --

06/10/1881 *Ottawa Citizen* *Maniwaki*

Account of meeting of Ottawa and Gatineau Valley Railway
Almost illegible

07/10/1881 *Ottawa Free Press* *QMO&O* *Chaudiere*

A number of carpenters are engaged at present constructing a new platform for the North Shore Railway at the eastern end of their yard on Broad street. The new platform will be over two hundred feet long and will be used principally for loading freight.

07/10/1881 *Almonte Gazette* *Chalk River* *Pakenham*

The railway bridge at Pakenham has been completed

07/10/1881 *Almonte Gazette* *Other*

Dominion Air Line

Between Montreal and a point on Lake Simcoe near Beaverton, via Perth and Smiths Falls, and north from Lake Simcoe to a point on Lake Nipissing near Smith East Bay and south to Toronto and west to Detroit.

08/10/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The splendid locomotive Countess of Dufferin, belonging to the St. Lawrence & Ottawa Railway, which has been in the Grand Trunk workshops for some time past, getting reconstructed, returned to the city last evening, bringing in the 855 train from the east. Engineer Hiram Loomis assumes control of the Countess once more.

10/10/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

A splendid new locomotive constructed in England for the St. Lawrence & Ottawa railway, arrived in the Montreal workshops last week where the finishing touches will be given it. It is intended as a yard engine for the Lower Town depot of the railway named and will be under the control of engineer Thomas O'Neil.

The newly reconstructed St. Lawrence & Ottawa railway locomotive Countess of Dufferin made quick time under engineer Hi Loomis on Friday last. Although starting behind time at Prescott, the train to which the Countess was attached arrived in Ottawa five minutes ahead of time. His engine is a credit to the road and Hiram knows how to make her fly.

10/10/1881 *Ottawa Citizen* *Maniwaki*

Mr. M. Mitchell with a staff of engineers and twelve men, proceeds to the Dessert early this morning to commence operations on the Gatineau Valley Railway survey.

11/10/1881 *Ottawa Free Press* *Brockville*

The Brockville Recorder gets off the following: One of our back country exchanges announces the recent construction of a new car on the Canada Pacific for the exclusive use of shantymen, and says it is large and high. There ought to be a bar in both ends and the rest left for a battleground.

A Brakeman Killed

Late on Saturday 8/11) a brakeman on the Grand Trunk Railway was accidentally killed at Rideau Station, near this city. The train had stuck on a grade and had to be divided. One part had been run to the station and the engine was shunting to the same place when the brakeman, George Amey, was missed. He had fallen between the locomotive and a car, and been run over. When the remains were found they were terribly mangled. Death must have quickly followed the accident.

11/10/1881 *Ottawa Citizen* *St. Lawrence and Ottawa*

Seventy five cars of coal arrived by the St. Lawrence and Ottawa Railway last week.

14/10/1881 *Kemptville Advance* *St. Lawrence and Ottawa* *Spencerville*

The morning train on Monday last ran down a couple of horses near Sencerville. A delay of over hal an hour was made in prying the animals out of a culvert

14/10/1881 *Almonte Gazette* *Chalk River*

UP THE LINE . - We had a call on Friday last from conductor Cardiff, who, with his wife, was paying Almonte a visit. We learned from him that the construction of the railway is being pushed energetically above the Mattawa were, to which point he has charge of the lumbermen's train from Mackey's, a distance of about 47 miles. In a stretch of about 35 miles he says there are from 700 to 800 men at work. In building the line the rails are first laid broad gauge, so as to employ in the construction the old engines and rolling stock, and as soon as the line is completed for any distance the gauge is changed to that of the main line, and forthwith it becomes incorporated into and part of the Canada Pacific Railway proper. If we may judge from friend Cardiff's appearance, the air and feed up in that neighborhood must be particularly invigorating.

14/10/1881 *Almonte Gazette* *Belleville* *Perth*

The C.P.R. woodshed at Perth, containing about 80 cords and a dummy engine, used for sawing wood, was burnt to the ground on Saturday 1st October. No insurance.

14/10/1881 *Almonte Gazette* *Maniwaki*

A railway up the Gatineau Valley is now projected, and a meeting has been held in which provisional directors were appointed and a survey ordered, one of the directors being instructed to follow the survey and arrange for a right of way.

17/10/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The St. Lawrence & Ottawa Railway are adding another new locomotive to their rolling stock. It is being made at present at the Kingston Locomotive Works, and will be a fine specimen of Canadian workmanship.

The new yard locomotive imported from England for this road arrived in Prescott on Friday last, and is said to be the strongest in the country, every part of it being very powerfully constructed.

22/10/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

The voting in Pontiac on the \$100,000 bonus by-law resulted in it being carried by a majority of 551, the votes in favor of the by-law 1,063 over 512 against it.

22/10/1881 *Ottawa Free Press* *Ottawa, Waddington & New York*

Article on the advantages of the Ottawa, Waddington & New York Railway.

22/10/1881 *Ottawa Free Press* *Canada Atlantic*

A second line approaching the Rideau river is being located by the Canada Atlantic engineers. The first one was not in a position so that the St. L. & O. Railway trains could switch upon it, but the new line, further south will render such a thing perfectly easy.

24/10/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The new English locomotive being put together at the Prescott workshops for the St. L. & O. road, is a monster, weighing some 50 tons, or 15 tons more than the average engine. It will be called the "Turtle" and will possess sufficient power to draw forty loaded freight cars. The locomotive being built at the Kingston workshops for the same line, will probably be christened "Grenville." She will also be of powerful make.

24/10/1881 *Ottawa Free Press* *Aylmer branch* *Deschenes*

A new railway station has been built at Duchesnes [sic].

26/10/1881 *Ottawa Free Press* *Canada Atlantic*

This morning Governor Smith, Messrs. J.R. Langdon, James M. Foss, of Vermont and W.H. Dubois of Boston, left the city to make an inspection of the proposed route of the Canada Atlantic Railway between this city and Moose Creek. They will drive to the point named and then take the cars for the trip to Coteau, the eastern section of the road being completed to within a couple of miles of Moose Creek. The gentlemen named are all interested in the railway now being built and will aid in the completion of the southern section which will give a connection with the American system of railways.

Mr. Linsley, contractor for the Canada Atlantic Railway, has given instruction for profiles of the western section of line to be prepared for the inspection of contractors who wish to tender for portions of the work. It is expected that tenders will be let for all the work on the section between this city and Moose Creek within two weeks. Messrs. Corbett & Snaith, who have been doing work on the eastern section, have secured Mr. James Murphy, a good man, as partner.

The engineers will have the new line crossing the Rideau River finally located by tomorrow night. A splendid crossing has been secured - water only four feet deep with rock bottom. The first new line struck hit the river where it had a depth of twenty feet. A hundred feet further south gave them a solid bottom at a depth of four feet. The road will strike across the river just at O'Dell's brickyard and come across to a point just south of Paterson's Creek.

Chief Engineer Hall states that the company will endeavor to make one bridge across the canal do for both the through freight lines and the passenger line turning into the city. The road to the Chaudiere will pass along through the Stewart estate, taking the southern roadway as present cleared through the bush. A conjunction will be made with the St. L. & O. branch before the Chaudiere is reached. The distance from the canal to the Chaudiere will be about two and a half miles. The St. L. & O. Railway will be able to use the Canada Atlantic line running into the city. It is understood that the contracts for the bridges over the Rideau river and canal will be let this fall, so that they can be constructed as early as possible in the springtime. With the work on this end of the line at full blast it will make the city livelier than ever. Ottawa is just beginning to come right again.

The erection of the station and freight buildings in the city and Stewarton will be begun next spring and completed by the time of the opening of the road. The Canada Atlantic will be an accomplished fact in less than nine months at the present rate of progress.

26/10/1881 *Prescott Telegraph* *St. Lawrence and Ottawa*

The St. L. & O. Railway is having a new locomotive built at Kingston. It is said that the company have not nearly enough rolling stock to accommodate the business they are doing at present.

"How do you like driving a street car?" asked a free Press man of a handler of reins and turner of the brakes on a street car today.
 "First rate; only a pussons got to put up with a great deal from the public!" was the reply.
 "How is that?" was asked.
 "Well, you see, som on 'em thinks we is made o' iron, wood or authin an' has no feelinks, but I tell this is a mistake."
 "Yes, what do they do?"
 "What I complain of and find fault with is this. The wimmin folks punch us with their umbrellers an' men with their walkin' sticks when they want us to stop the ker, an' they don't do it in any very easy manner at that."
 "Punch of that kind is not so palatable as liquid punch, eh?"
 "That's so," remarks the driver with emphasis as he smacked his lips. "Why my back's sore as kin be where the pints of canes and umbrellers has fetched me. I feel as though I got the lumbager." And he pathetically passed his hand down the side of his back, while he winced his face.
 "Is there any other trouble?"
 "Yes, the brats of boys at various places bother us by jumpin' on behind an' sometimes hailing us pretendin' there's a passenger comin' when there haint. Its enough o make a saint swear sometimes."
 "And do street car driers swear?"
 The driver looked upon the reporter with an innocent smile, but made no answer.
 Three seconds later he straightened up with a jerk, an exclamation of surprise and pain, as he grabbed the handle of the brake and wound it up in a hurry.
 An old lady had prodded him with her umbrella, in order to have the car stopped, instead of pulling the bell.
 As the car started on again, after the woman had stepped off, the driver remarked,
 "That's the way they wake a man up. Nine out o' ten passungers punch a man in that way to have the ker stopped instead o' pullin' the bell as they orter."
 Just then a whistle was heard, as if for the car, and the driver looked back along the street, and then said,
 "There's one o' them little imps now, as whistles to stop the ker. I'd like to hev him by the neck for a minnit an' I'd take the whistle out on him"
 A couple of boys were noticed stealing a ride on the rear platform, and bothered the driver some before he got them to get off.
 Taking it all in all, the lot of a street car driver is not a very pleasant one.

On Wednesday morning last, on the invitation of Mr. D.C. Linsley, contractor, a party of gentlemen drove over the line of this railway now under construction.
 Party was composed of the following gentlemen: hon. J. Gregory Smith, president of the Central Vermont Railway; J.R. Langdon of Montpelier, Vermont; Guy C. Noble, St. Albans, Vermont; Mr. Moss, assistant superintendent of the Central Vermont Railway; J.J. Lewis and L.R. Lewis of Boston; W.G. Perley, J.R. Booth, McLeod Stewart; Alderman McDougal and Alderman Masson of Ottawa. The party drove the first day, having a four-in-hand to a comfortable van, about sixty miles.
 TO MOOSE CREEK
 in the Township of Roxboro, where a stoppage was made for the night. On Thursday morning the party took the first passenger train which had been run over the line about two miles from Moose Creek and proceeded to Coteau. Stoppages were made at the different stations and also at the bridges for the purpose of inspecting the work.
 Went on to Valleyfield, Rouses Point etc.

he first car load of timber for the car shops arrived in Perth from Renfrew on Tuesday last. 500,000 feet of lunber will be used in the construction of the building.

The survey of the Ottawa, Waddington and New York railway has been completed to Ottawa.

The St. L. & O. R. have put in a new turn table at their round house here. It is much larger than the old one.

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

The vacant space about the Union Station yard is being filled up with gravel by a number of men.
 The new freight shed built by Mr. T. Kavanagh will be occupied in a day or two.
 Station Constable Grave's uniform was supplied jointly by Canadian Pacific and North Shore companies.

Interview with Walter Shanly about the possible take over by Canadian Pacific - indefinite at this stage.

The Pontiac News says: The Syndicate have only a few weeks ago gained control of the St. Lawrence and Ottawa Railway, and, as they own the Canada Central; the connection of our road with the west is now completely cut off.--

The new freight engine, built in England for the St. Lawrence and Ottawa Railway will be tested on Monday. Mr. Frank Daniels has been appointed to run the engine which is said to be ponderous and capable of drawing thirty-five loaded cars.

A meeting of the directors of the Pontiac and Pacific Railway was held yesterday at the Grand Union, when the financial arrangements of the construction of the road were discussed, and it is understood it was decided to put the company's debentures on the London market and, if successfully floated, to proceed immediately with the construction of the line.

Referring to the expressions of certain journals concerning the workshops being erected at Perth, the Expositor says:

We only claim the freight and ballast are works of the Canada Pacific and divisional repair shops of the Ontario & Quebec, possibly their car shops also--The reality of the shops claimed by us here lies in the fact that they are partly built already and on the pledged word of the Syndicate, on condition that Perth grant the bonus arranged for, namely twenty acres of land for the site. A siding has been built from the main line into the midst of the building site and in a day or so the heavy timber for the sleepers etc. will be on the ground. Then a large force of carpenters will appear to raise the structure above terra firma. A well or reservoir to feed the boiler has been dug and a force of men are now engaged in digging a canal from this to the river, about one hundred yards away. This shows the progress so far and we think it wholly satisfactory. Mr. Little is the general manager of the car shop construction and Mr. Ames is overseer of the men employed thereon.

18/11/1881 *Almonte Gazette**Belleville**Perth*

The Perth Courier reports the number of cars at Perth waiting to be loaded. We cannot count the cars here, but we can say a new line of rails has to be laid to accommodate them.

19/11/1881 *Quebec Saturday Budget* *Carleton Place*

Tuesday (8/11/1881) The last special train of the season left Ottawa this morning for Winnipeg.

21/11/1881 *Ottawa Citizen**St. Lawrence and Ottawa**locomotive*

The new freight engine, built in England for the St. Lawrence and Ottawa Railway, arrived here yesterday morning, having made a satisfactory run.

21/11/1881 *Ottawa Free Press**St. Lawrence and Ottawa**locomotive*

The new St. Lawrence & Ottawa Railway locomotive "Chaudiere" arrived at the Lower Town depot on Saturday last and was inspected by Mr. Pedan and other officials of the road. The engine is a monster, the diameter of each of the driving wheels being over six feet. While going into the engine house on the other side of the Rideau river, the enormous weight of the locomotive twisted a piece of track out of shape, and broke the turntable, causing some difficulty in making repairs. The "Chaudiere" will take out freight trains from the Upper Town depot being specially constructed for such work.

22/11/1881 *Ottawa Citizen**St. Lawrence and Ottawa**locomotive*

On Sunday morning while the new (English) engine was coming from Prescott to Ottawa, an accident occurred which resulted in the death of one of the employees of the road. So far our reporter has been unable to learn any particulars.

22/11/1881 *Montreal Gazette**Ottawa, Waddington & New York*

Application will be made to incorporate a company for the purpose of constructing and working a line of railway from the city of Ottawa or some point, on the St. Lawrence & Ottawa Railway or the Canada & Atlantic Railway, passing through or near the villages of Metcalfe, or Mount Vernon, Bates Corners or West Winchester, Winchester Springs, Bells Corners and Morrisburg to a point opposite Ogdens Island, in the State of New York, to be called the Ottawa, Waddington & New York Railway and Bridge Company, with power to construct Bridge across the main channel of the St. Lawrence River to Ogdens Island, connecting with a line across the Island and the American waters to Waddington and Cole's Station, or some other point on the Ogdensburg & Lake Champlain Railway, and to connect with the projected line of railway, through the Adirondack to North Creek, to be of such height above high water, the intervals between the abutments or piers to be such, as may be approved of by His Excellency the Governor-General in council-

23/11/1881 *Prescott Telegraph**Kingston (CN)**Prescott*

Sad Accident.

On Tuesday morning the young man named Charles Stitt, in the employ of the G.T.R. here as a switchman met with a terrible accident. Some cars were being shunted from one track to another and Stitt was in the act of uncoupling two cars when he slipped and fell. The train was moving at so slowly that the cars did not to run over him but the engine driver succeeded in bringing them to a stand. Stitt had been pushed along the track a distance of about two car lengths, his arms and legs being terribly lacerated, and his clothes almost completely torn from his body. He was carried into the station where at the time of the writing, he lies in a precarious condition although the doctors are not without hopes of his recovery. Doctors. Buckley, Jones and Hart were in attendance

23/11/1881 *Prescott Telegraph**St. Lawrence and Ottawa*

New Engine

The new engine, which recently arrived from England for the St. L. & O. has been placed in charge of Mr. Frank Daniels, and made a trial trip to Ottawa on Saturday. The new engine is a monster in size, weighing upward of forty ton, and differs in appearance from the other engines on the road. It is said she will draw thirty-five loaded cars. Some engineers are of the opinions that she is too heavy for the class of roads in this country, She has been named the Chaudiere. The company is having another engine built at Kingston

23/11/1881 *Prescott Telegraph**St. Lawrence and Ottawa*

Accident to the Transit.

An accident occurred at the Rome road slip, Ogdensburg, on Saturday which resulted in damage to the car ferry Transit, the running of three coal laden cars into the river. The slip at the Rome and road is very much down grade and the water in the river being about a foot lower than usual on Saturday owing to the east wind, made the grade steel steeper. An engine was engaged in running the cars on the Transit when the coupling gave way allowing the cars to run down the slip track and on the boat with such tremendous force that they went crashing through the stern bulwarks of the steamer, three of the cars going to the bottom, and a fourth hanging over the stern. The cars were of the class known as "steel jimmys" and each contained ??

23/11/1881 *Ottawa Free Press**Ottawa City Passenger*

Street car No. 1 ran off the track on Duke street, Chaudiere, last night which resulted in the breaking of one of the rear wheels. There were no passengers on the car at the time.

24/11/1881 *Ottawa Free Press**Canada Atlantic*

The work of construction on the Canada Atlantic Railway, near the head of Deep Cut will be commenced tomorrow morning.

26/11/1881 *Ottawa Free Press**Ottawa City Passenger*

The street railway busses were placed on the road this morning owing to the fall of snow last night burying the track. They were replaced at noon, however, by the street cars, the track having become clear.

29/11/1881 *Ottawa Citizen**Canada Atlantic*

Mr. R.A. Sims, one of the contractors on the Canada Atlantic Railway has commenced work on his section and Ald. O'Leary should commence work on his section this week.

30/11/1881 *Ottawa Citizen* *Maniwaki*

The engineers with Mr. Murray Mitchell have extended their surveys to the Peche and yesterday were at work on the river front with a view to reclaiming sufficient ground for the track on the bank thereby procuring a comparatively long tangent at the Peche village. This accomplished, the survey will be continued to Ottawa, and the continuation and completion of line number two through Masham to Stagg Creek will be projected without delay.

02/12/1881 *Almonte Gazette* *Kingston (CN)* *Prescott*

Another soul ushered into eternity by a railway accident. Charles Stitt, aswitchman on the G.T.R, at Prescott, while in the act of uncoupling moving cars slipped and fell, and upon examinatin it was found that his arms were terribly lacerated. Three doctors were in attendance but without avail. He died the following evening.

02/12/1881 *Ottawa Free Press* *Ottawa City Passenger*

Two drivers of street cars were nearly coming to a fisticuff encounter near the St. Lawrence & Ottawa Railway Station last night owing to one being ten minutes late in making a connection. The lights of a street car kept extinguishing every five minutes on the route between New Edinburgh and the Suspension Bridge last evening.

09/12/1881 *Almonte Gazette* *Brockville* *Irish Creek*

Two hundred and fifteen cords of wood, woodshed and sawing machine were burnt at Irish Creek station on Thursday morning, last week. Origin unknown

10/12/1881 *Ottawa Citizen* *Maniwaki*

Gatineau Valley Railway survey complete.

The engineers and party concluded their survey of the Gatineau Valley Railway yesterday having been absent for rather more than two months. We understand that the total length of the line surveyed, including trial lines, is over 110 miles, whilst the actual length of the proposed railway from Dessert to Hull station, per survey, is 75 miles, the distance by road being, it is said, 95 miles. The engineers will now commence the office work in preparation of profile, alignment, estimates, etc. a synopsis of which will be presented at the meeting of the Directors next Thursday. The engineers with Mr. Murray Mitchell were Messrs. Soare, C.E., N. Slater, C.E. and Rev. W. Chambers, geologist.

14/12/1881 *Prescott Telegraph* *St. Lawrence and Ottawa*

Connection with the north shore of the Ottawa has been effected by the St. Lawrence & Ottawa Railway, and most of the lumber which formerly went to the American markets via Brockville will now come this way, the ronte [sic] via Prescott being considerably shorter. This connection could not be made before as premission to cross the Canada Central track was always refused. Both lines are now controlled by the Syndicate and the difficulty is thus removed. It is quite likely that the shipment of lumber via this port will give employment to a number of dock laborers

16/12/1881 *Almonte Gazette* *Chalk River* *Almonte*

NEARLY AN ACCIDENT -The small boys of the town are in the habit of jumping on to the passing cars, and on Swednesday last one of them fell from the car and was only saved from being crushed to death by a miracle

16/12/1881 *Ottawa Citizen* *Maniwaki*

Gatineau Valley Ry.

Meeting of the directors.

The result of the survey.

A meeting of the directors of the Gatineau Valley Railway was held yesterday morning at Morreau's Hotel, Hull. Mr. Joseph M. Currier, MP, the President of the Provisional Board, occupied the chair, and among those present were Mr. Alonzo Wright, MP, Mayor Mackintosh, Dr. Duhamel M.P.P., Dr. Graham, Ad Leduc, and Messrs McKay, Wright, S Haycock, J.P Lawless, Mayor Josh Hillard?, C. Logue, J.L.P. O'Hanly, W G Black Casey, P. Moore (Maniwaki), J Foran, Johnson, W Farrell (Upper Wakefield) illegible (Chelsea), J. Brooks (Lowe) illegible and Chief Engineer and Assistant Engineers Nicholas Slater, W.E. Soar and Rev Mr. Chambers, geologists to the party.

Mr. Murray Mitchell, at the request of the President, addressed the meeting. He said, in accordance with instructions given him at the last meeting of the Board, he had organised a party, and on the 12th of October commenced operations from the Desert. The party were under canvas a few days over two months. In order to give the meeting an intelligent idea of the work performed he asked Rev Mr. Chambers, the geologist who accompanied the party to give the result of his exploration. The report will appear in tomorrow's issue.

The engineer's report.

Mr. Soars read the engineer's report, giving an idea of grade and cost of construction. A profile and alignment accompanied it. Space prevents us giving the report in full. The services of Mr. N Slater, CE, Mr. H Matthews, CE, and Rev Mr. Chambers are highly spoke off and the cost of survey is placed at \$34.26 per mile.

Mr. Murray Mitchell made a long speech in which he pointed out that the road could be equipped to do the biusiness for the first yeart for \$24,000 per mile. He proceeded to explain that if the municipalities interested granted bonuses equal \$75,000 and the government aided the scheme with a land grant equal to \$8,000 to mile, together with \$80,000 in private subscriptions, he would promise to furnish the balance of \$1,250,000 and commence the work at once.

Balance almost illegible

16/12/1881 *Almonte Gazette* *Canada Atlantic*

Mr. W.J. Featherston has been awarded the contract for getting out 60,000 ties for the Canada ad Atlantic Railway. They will be cut on the Madawaska River

17/12/1881 *Ottawa Citizen* *Maniwaki*

Geologist's report.

A very full report, on page 5.

21/12/1881 *Prescott Telegraph* *St. Lawrence and Ottawa* *Prescott*

If anybody mentions Syndicate in Brockville they at once run him out of town with a club.

The new engine for the St. L. & O. R. has not arived and is not expected for some time yet.

23/12/1881 *Renfrew Mercury* *Ottawa and Arnprior Junction*

For an act to incorporate the Ottawa and Arnprior Junction Railway Company for the purpose of constructing and working a line of railway from Quyon to Arnprior, crossing the Ottawa River by way of Chats Falls --

24/12/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The new St. Lawrence & Ottawa Railway locomotive, Turtle, built at Kingston came into the city the first time today. She will draw freight.

30/12/1881 Ottawa Free Press Canada Atlantic

The Witness remarks: "An effort is being made to make Alexandria the mechanical metropolis of the Canada Atlantic Railway, a free site for the workshops and freedom from taxation being the bounty offered. In favor of selecting a small place for mechanical and manufacturing operations there is always a considerable economy in the items in this case offered for nothing, yet other considerations, such as facility of obtaining labor and greater accessibility, often determine such works to greater centres. In this case Ottawa is the other claimant. The decision come to will be interesting.

30/12/1881 Almonte Gazette Kingston (CP)

The rails on the extension of the Kingston & Pembroke Railway have been laid to within two miles of the Clyde River. The line between the Clyde and Madawaska will soon be located, and the contracts for that section will then be given out.