

# Local Railway Items from Area Papers - Ottawa City Passenger Railway

*07/08/1865 Ottawa Citizen Ottawa City Passenger*

At a special meeting of the Ottawa city council Thursday evening a resolution was carried by a majority of 11 to 3, for the passage of a bill through parliament to incorporate a company for the construction of a Street Railway. We heartily commend this action of our City fathers, and hope that the undertaking will be pushed through with all possible expedition. We will give a report of the special meeting tomorrow. (This does not cover much more than the wording of the motion and the voting)

*05/09/1865 The Union, Ottawa Ottawa City Passenger Ottawa*

We publish today in full the Bill before the Legislature for the incorporation of a company to construct a City Railway. We publish this bill at considerable length in order that it may be perfectly understood by the citizens of Ottawa.

*14/09/1866 The Times, Ottawa Ottawa City Passenger*

We understand that an attempt is to be made to get the "Ottawa City Passenger Railway" into working order, a meeting of the directors having been held on the 12th, at which it was resolved to open stock books with a view to procuring the necessary amount of capital. The following officers were appointed: G.B.L. Fellowes Esq., President; W. Wade Esq., Treasurer; R. Lyon Esq., Secretary; Messrs. J.M. Currier and R. Blackburn, Managing Directors; Messrs. Lyon and Remon, Solicitors.

*10/10/1866 The Times, Ottawa Ottawa City Passenger*

The directors of this company desire to draw the attention of the public to the fact that the stock books will, in the course of a few days, be presented for the purpose of procuring subscribers for the amount required to justify them in getting the road in operation early next spring and desire to state that having obtained estimates from a person of experience, which, with the statements and experience of similar undertakings in other cities, leads them to believe that the cost of laying the track from New Edinburgh to the Chaudiere, equipping the same with rolling stock, harness, &c., procuring the land and erecting thereon the necessary stables and other buildings, would be at the outside \$30,000, and the cost of working the same for the running season, including \$1,000 besides for incidental expenses, amounts to \$5,480, whilst the receipts, calculated at \$1 per trip and 32 trips each way per day for the season of at least seven months, would produce \$13,440, leaving a net profit of \$7,600 or over 25% on the capital stock, showing a good investment at even half the amount. The number of shares to be taken is 1,500 at \$20 each, and as the work cannot be proceeded with until next spring, the calls will necessarily be light. It is therefore hoped that no trouble will be experienced in obtaining the number of subscribers to enable this desirable undertaking to be proceeded with.

*19/08/1867 The Times, Ottawa Ottawa City Passenger*

The Street Railway Company commenced operations last week by laying a short piece of rail in the track in the village of New Edinburgh opposite the residence of J.M. Currier Esq.

*12/03/1868 The Times, Ottawa Ottawa City Passenger*

In response to a requisition to the Mayor to call a public meeting for the purpose of taking into consideration the subject of the Street Railroad, His Worship has issued a proclamation for a public meeting to be held at city hall on Monday next, the 16th inst. At three o'clock p.m.

*17/03/1868 The Times, Ottawa Ottawa City Passenger*

Account of meeting in City Hall previous day. Summary

30 or 40 present - Mayor took the chair - charter obtained in 1865 - extended by recent Ontario legislation - gave great powers in the streets to the company - mayor also spoke in terms of disapproval of the power given to the company of drawing the cars of the Ottawa and Prescott Railway over our streets - had succeeded in limiting this power to the night and preventing travel on Sundays.

Mr. Keefer gave some explanations of a satisfactory and pacific nature which were well received. Necessity of using a double track - this caused great difficulties. It was pointed out that in Montreal it was an advantage to go to church by streetcar rather than wade through the mud. It was agreed to set up a committee to meet with the railway company.

*14/09/1868 The Times, Ottawa Ottawa City Passenger*

We have pleasure in announcing that the iron for the Ottawa Street Railway has arrived in Quebec per ship British Trident and will be in this city in a few days. All necessary arrangements have been made for having the work proceed without unnecessary delay.

*20/10/1868 The Times, Ottawa Ottawa City Passenger*

The ties for the street railroad have arrived and are being distributed along the line to New Edinburgh. The week, we understand, will be actively prosecuted so as to have Sussex street completed before the frost sets in.

*26/10/1868 The Times, Ottawa Ottawa City Passenger*

The railroad was commenced in earnest on Saturday morning. About twenty men were engaged, and a large number of others will be set to work this morning. The work will be vigorously pushed forward to the completion of Sussex st. this fall.

*27/10/1868 The Times, Ottawa Ottawa City Passenger*

The work is now fairly begun. Some twenty-five men were on the work yesterday; there would be double that number, but laborers are scarce, and it appears that no more were to be had. All able bodied men who apply are employed.

*06/11/1868 The Times, Ottawa Ottawa City Passenger*

The railway cutting has now reached up south of York st. and the rails have been laid as far as St. Patrick st. It was intended to have Sussex st. finished by tomorrow night, and a sufficient number of hands were put on for that purpose, but in expectation of a continuation of rain yesterday, or from some other cause, a number of the men failed to put in an appearance at their work which deranged the calculations. However, the street will be very nearly, if not quite, finished this week. This being completed the other end of the work will be taken up and continued to New Edinburgh. It appears however that no decision has yet been arrived at respecting the grading up of the piece of road from the point of commencement to the bridge. This is a very necessary work, and it is to be hoped that it will be done, both on account of the railroad, as well as the ordinary travel.

*09/11/1868 The Times, Ottawa Ottawa City Passenger*

The expectations of the engineers of the city railroad of having the work on Sussex st. by Saturday night were not realized. The cutting has been brought no further than opposite the west side of George st.; the rails have been laid up as far as Proderick's Confectionary. This work will hardly be finished today.

**11/11/1868    The Times, Ottawa    Ottawa City Passenger**

The Sussex st. section of the Street Railway was finished yesterday, and covered up, so that the work may acquire solidity by the Spring.

**12/11/1868    The Times, Ottawa    Ottawa City Passenger**

The Street Railroad commenced at the corner of Sparks at Elgin sts. Yesterday, and by the evening the cutting had reached to a point midway between Metcalfe and O'Connor sts.

**16/11/1868    The Times, Ottawa    Ottawa City Passenger**

General astonishment is manifested at the rapid progress made with the street railway. On Tuesday last the line was taken up at Elgin st. and continued on Sparks st. to Bank st. Then the work was commenced on Wellington st., a little beyond Bank st. and on Saturday night the cutting was carried as far as Workman & Co.'s hardware store, and a portion of the rails was laid. The portion up Bank st. to Wellington st. will not be proceeded with until the spring. The curved rails and the unite [sic] Bank st. will be made here. This week the work will reach to Pooley's Bridge.

**26/04/1869    The Times, Ottawa    Ottawa City Passenger**

The snow having disappeared has left the rails of the street railway standing in many places, and for considerable distances not less than four inches above the road. This is very dangerous to ordinary vehicles, and we shall not be surprised to hear of accidents, the breaking of axles and wheels &c. Unless the company set to work to put the streets, so far as their rails are concerned, in a state of repair, popular indignation will be aroused against them and it will become the duty of the Corporation to protect the citizens. It is to be hoped the company will see the propriety of at once remedying the evil which is justly complained of.

**03/05/1869    The Times, Ottawa    Ottawa City Passenger**

We are glad to see that the Street Railway Company are engaged in earnest in doing that which on Monday we pointed out the necessity of doing, viz. mending their ways. --Broken stone in large quantities has now been placed between and outside of the rails, and the whole nicely levelled up.

**28/05/1869    Ottawa Citizen    Ottawa City Passenger**

The completion of the street railway is being rapidly pushed on. For some days, a large gang of men have been engaged in laying that portion of the track along Wellington Street, which was left unfinished last fall. They are making rapid progress with the work which will be completed probably as far as Pooley's Bridge by the end of this week.

**29/05/1869    Ottawa Citizen    Ottawa City Passenger**

The street railway gangs began work on Duke Street, Lebreton's Flat, yesterday.

**04/06/1869    Ottawa Citizen    Ottawa City Passenger**

The workmen of the Street Railway Company are at work laying down the second track on Wellington Street, just below Pooley's Bridge.

**07/09/1869    The Times, Ottawa    Ottawa City Passenger**

Stockholders of the Street Railway are reminded that the annual general meeting, for the election of Directors, &c., takes place at New Edinburgh at noon today.

**22/09/1869    The Times, Ottawa    Ottawa City Passenger**

Fifty men, under the direction of Mr. Surtees, commenced last evening to lay the rails for the street railway across the Sapper's Bridge.

**23/09/1869    The Times, Ottawa    Ottawa City Passenger**

A gang of men was put on at the bridge again last night after the day's traffic had ceased, to work all night laying down a continuation of the track commenced on the night before. This is very considerate on the part of the company to work by night for the convenience of the city.

**25/09/1869    Ottawa Citizen    Ottawa City Passenger**

A large body of men were at work again last night laying the track between Sappers Bridge and the junction of Rideau and Sussex Streets.

**03/11/1869    Ottawa Citizen    Ottawa City Passenger**

Last night a gang of men were at work laying the second track of the Street Railway across the Sappers bridge.

**05/11/1869    The Times, Ottawa    Ottawa City Passenger**

Fifty or sixty men were engaged on the Sapper's Bridge last night laying down a second track for the City Railroad, superintended by Mr. Surtees. It was expected they would get a little beyond the bridge by day light. Their appearance, as they worked in the light of the lanterns, would have found an excellent subject for Rembrandt, but it is doubtful if the picture would have been allowed to adorn the walls of the Council Chamber. Some of the fathers don't like the tracks at all, and will probably test the right of the company to the streets of the city.

**01/02/1870    The Times, Ottawa    Ottawa City Passenger**

From the Ottawa Courier:

Street railways in a city like Ottawa, with a long straight and wide street, running at right angles with one another, are more than ordinarily desirable. There does not however, seem to be any prospect of their being instituted in such a manner as to be of public utility. Rails are laid from the Ottawa and St. Lawrence Railway Station along the whole length of Sussex street, and up Sparks and Wellington streets to the Chaudiere, and it is not impossible that the railway may be in running order in a few years. --

**11/04/1870    Ottawa Citizen    Ottawa City Passenger**

Montreal - The City Passenger Railway track is now clear of ice and cars are again running. This date is evidently suspect.

**17/05/1870    The Times, Ottawa    Ottawa City Passenger**

The street railway progresses very slowly and it has at last been laid round the corner of Bank and Wellington streets.

**27/05/1870    The Times, Ottawa    Ottawa City Passenger**

A large number of men were engaged last Wednesday night in working on the Street Railway across the Sapper's Bridge by lamp light.

**28/05/1870    The Times, Ottawa    Ottawa City Passenger**

A large gang of men were working on the bridge again last night and the track was to have been finished the whole way across before morning.

**07/06/1870    The Times, Ottawa    Ottawa City Passenger**

The work on the street railway is being rapidly proceeded with and early next month the road will be in proper condition for the running of cars.

**17/06/1870    The Times, Ottawa    Ottawa City Passenger**

We are glad to see the company pushing on so energetically with that enterprise. But while constructing it opposite the Russell House it would be well not to put on night hands, and to get the work in that particular place done quickly.

**28/06/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

Yesterday four cars of the Ottawa Street Railway were brought to town. They are of a gauge similar to that of the St. Lawrence and Ottawa Railroad and consequently they only had to be attached to the train like any other and drawn in. Some lumber cars will arrive shortly. They will be loaded with lumber at the Chaudiere and be taken through to Prescott. Those arrived yesterday, we understand, were passenger and light freight cars. We shall all be able to have a trip on Dominion Day.

**22/07/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street railway is now an established fact. Many delays and disappointments occurred and many obstacles had to be overcome, but the pushing the Company allowed nothing - their enterprise, so that now, but only short time after rumor had pronounced it we have the Ottawa Street Railway - accomplished. A trial trip was made yesterday morning at five o'clock for the purpose of detecting all parts of the track needing improvements. A number of laborers were then - and the work of thoroughly - the track proceeded with. The men made their first trip in the afternoon around five o'clock and seemed quite - to the citizens and were for a time the subject of street corner conversation - people sufficient to fill a half dozen Grand Trunk cars, were gathered here and there along the course of the track waiting to get a view of them and many impatient for a trip to the Chaudiere on the first run of the street cars. There are four cars made on the most improved pattern. They were imported from New York and for lightness, elegance and comfort stand second to no street cars in the Dominion. A patent farebox dispenses with a conductor. They run from J.M. Currier's residence to the Chaudiere, and are drawn by fine looking horses.

**26/07/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

A couple of waggons came to grief yesterday on the street railway. -- loaded with brick impeded the way of - for a good while in the morning breaking down on the track on the far end of Sappers Bridge.

**27/07/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The Ottawa street railway is certainly proving a most successful service. Day after day the street cars are --ied on every trip and from present appearances, two or three more cars are required to accommodate the people of --. There is one little thing, however, at present neglected, but which sooner or later must be attended to; we -- the carrying of small bells by the horses as is done on street railways in other cities, The cars make so little noise while in motion that accidents will occur unless something be employed to give warning of their approach.

**02/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars are still crowded, more are wanted.

**10/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street railway track is about completed to the Suspension Bridge. The company are shoving on the work with their usual energy.

**16/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

Only two cars are running on the street railway during the day, but in the evening the business is so much - as to necessitate the employing of four. In the course of a few days, when the track is completed to the Suspension Bridge the four cars will run through the day as well as at night. The track is laid from Pooley's to Suspension Bridge, - the short connecting piece at the east of the former bridge is in course of completion.

**23/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

A switch to the street railway is about complete on Sparks street. Two additional cars will be put upon the street railway on the 1st of September next. The cars will then run through to the Suspension Bridge. In addition to the work just completed on Sparks Street another one is in course of construction on Albert Street. The multiplication of switches on this manner will impede street traffic more than a second track would do.

**27/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street railway is now completed to the Suspension Bridge to which the cars made their first trip yesterday afternoon. Another switch to the street railway is being laid on Sparks Street between Bank and O'Connor Streets

**31/08/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars will not run to the Chaudiere until the 1st September.

**07/09/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars made their trips yesterday with one horse.

**15/09/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

Switches are a hindrance. Would not have cost any more to put double track in - would be better for Sparks Street. Streets are in a bad condition. Would like to know who to blame.

Accidents are still a very common occurrence owing to the inconvenience caused by the street cars. Yesterday a young lady was thrown out of a buggy which accidentally collided with one of the street cars. She was thrown on her head, receiving a few cuts, though no serious injury.

**23/09/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

Two new streetcars of a different model from those already here will be brought to town today or tomorrow for the Street Railway in this city.

**26/09/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

Few break downs have happened on the street railway lately owing to the manner in which the rails are kept and probably also because the teamsters have learned how to drive over them.

**27/09/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The two new cars for the street railway have arrived. They are of the same capacity as the others but of a somewhat different construction.

**01/10/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars had an unusually large number of passengers yesterday owing to the excursion to town.

**17/10/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

A buggy with a couple of men in it broke down on the street railway track on Saturday afternoon. For a time it caused a pretty extensive jam of vehicles among which was a street car. With deep mire on the road it was a very unpleasant experience.

**18/10/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

With reference to the inquiry of a correspondent, as to the street railway timetable, we understand that the Company will establish a timetable as soon as they ascertain by experiments at what hours the traffic requires the cars should be run.

The wheels first sent in gave way, and until the new cars arrived the Company could not depend on running at all regularly. Some time is required to get sufficient horse stock for an increase of trips. The oftener the cars are run the more horses and stable accommodation are required also.

At present the cars are run from each terminus every quarter of an hour, counting the hour, half hour and quarter hours evenly, between 8 a.m. and noon and from 2 to 6 p.m. Before, between and after those hours the cars run at 20 and 30 minutes. Some changes may be made in the early and late cars, but during the day the public will get a car every quarter of an hour except between noon and 2 p.m.

**23/11/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

This enterprise has proved a great boon to that large class of our citizens who cannot afford cab hire and are unable or unwilling to walk. Its failure for want of support was confidently predicted but the result has proved that there was an undeveloped passenger traffic which was immediately brought out by low fares and frequent and regular communication with the extreme ends of the city. We understand that an average of about one thousand persons use the cars daily through the principal part of the season and on gala days this number is more than doubled. The Company have proceeded cautiously increasing the number of cars and the frequency of the trips to suit the traffic but for the near approach of winter the cars would run oftener, earlier and later than they do now. Not knowing what the winter traffic will be the Company do not wish to increase their stock of horses and with the present force cannot do more at this time of year. With respect to the "one horse" question, we are informed that the company's cars are all rigged for two horses to be used whenever the state of the track requires it, and that in the spring and fall two horses will often be required until the streets are paved, or the mud in some other way disposed of. In the summer the intention is to run every ten or fifteen minutes with one horse. These from their frequency will not be overloaded and as the cars are only about half the weight of those used in Montreal and Toronto, they are, at any time as easy a load for one horse as the larger cars are for two. In the present state of our streets two horses could not work a Montreal or Toronto street car on the Ottawa grades without assistance. The one horse system which has been introduced on a very large number of the street railways of the US has superseded the two horse system in level cities like New Orleans and Chicago and in all the smaller towns. It is the only system by which in cities of moderate traffic frequent trips can be secured. The number of horses which any company can afford to keep depends upon the traffic, winter and summer, and as this number is fixed, it results that if one horse will do the work here for which two are employed in Toronto the trips here may be twice as frequent per hour as they are in that city and this is the point of greatest interest to the public in the general management of any street railway.

Track. We are glad to see that in Metcalfe, Sussex, Sparks and Duke streets the corporation has begun to complete the roadway of these important thoroughfares. This is greatly needed indeed to diminish the necessary inconvenience caused by the rails. At present the railway track is the only portion of the street which has been graded, and despite the fear of broken axles, we observe that everywhere this track is preferred.

More on the Toronto experience.

**24/11/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The trips of the street cars yesterday were few and far between. The rails were covered over with snow and sleet and drawing the cars was very heavy work for the horses.

**25/11/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars did not run at all yesterday owing to the snow on the rails and their absence in the streets is readily felt both by carters and persons who appreciated the accommodation which they afforded.

**29/11/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars attempted a trip yesterday but could not manage to get a grip on the slippery rails. So the attempt was abandoned.

**30/11/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The greater portion of the street railway track was cleared yesterday. The cars made several trips, and were not particular to stick to the track where it was heavily obstructed. This in all Canadian cities is the worst season of the year for the running of the railcars. There is generally just enough snow to make the running of the cars difficult and not enough to permit the use of sleighs.

**03/12/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

In most cities, indeed, I may say all cities in which I have had occasion to remark the system of running street railway cars, the most conspicuous, and in my own estimation the most indispensable portion of their outfit, with a view to the public service and convenience, is the presence of an individual at the rear of each car with an eye to business.

Now, on numerous occasions I have come upon one of these cars, just, as some one hundred feet ahead of me, it has turned the corner of a cross street, and owing to there being no "eye" behind to observe my signal to "heave to" it has of course in obedience to the exertions of its unconscious driver pursued the "even tenor" of its way, leaving me to plod on foot the weary mile or so, I should willingly have forked over twice the fare for being carried over.

Economy should certainly be the order of the day in all things, but if there are more served like myself, (and I do not see why there should not be) it may become a question whether the absence of the individual alluded to is not a very doubtful bit of saving to the Street Railway Company of Ottawa. What do they say themselves?

A neglected signaller.

**07/12/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The sleighs of the City Passenger Railway were out for the first time yesterday. They are a little larger than the cars and are comfortably fitted up. The runners are after the bob sleigh patterns. The convenience of having these commodious sleighs running from one end of the city to the other cannot fail to be appreciated by the public.

Printed verbatim in the *Almonte Gazette* of 10 December 1870 under the title A NOVEL RAILWAY.

**21/12/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

The street cars are not well patronized just now.

**22/03/1871    *Ottawa Free Press*                      *Ottawa City Passenger***

The rails of the street railway are beginning to show themselves.

**25/03/1871    *Ottawa Free Press*                      *Ottawa City Passenger***

The Street Railway company have commenced to clear their track and the cars will be running again some time next week.

**27/03/1871    *Ottawa Citizen*                      *Ottawa City Passenger***

Labourers are now employed clearing the track of the Street Railway from ice. It will be a boon to have them running in the sloppy weather.

**27/03/1871    *The Times, Ottawa*                      *Ottawa City Passenger***

The street railway company are making endeavors to put their track in condition for running their wheeled vehicles. A posse of men were engaged clearing snow off the track on Sparks Street on Saturday.

**30/03/1871** *Ottawa Free Press* *Ottawa City Passenger*

Local items are scarce at present but the Street Railway track will soon be clear and "locals" will be more plentiful. One Street Railway item was to be seen this week, already, at the corner of Bank and Sparks streets. We did not ascertain who owned it.

**03/04/1871** *Ottawa Free Press* *Ottawa City Passenger*

The street cars commenced to run their regular trips this morning, but the track was very rough. A Street Railway item lay out in the cold opposite Miles' establishment all day yesterday. We expect any amount of "broken axle" paragraphs soon.

**05/04/1871** *Ottawa Free Press* *Ottawa City Passenger*

The Street Cars have not commenced to run on time yet and the consequence was, a collision occurred today on Sparks street. There was no damage done, however, as the cars were not "on speed".

**17/04/1871** *Ottawa Free Press* *Ottawa City Passenger*

This morning two horse "street car expresses" ran off the track near the O. & St. L. Station. The train was placed on the rails with some difficulty but it was found that no serious damage had been sustained. The accident was caused by a two wheeled one horse freight train, usually called a truck having knocked a large stone on the track.

**21/04/1871** *The Times, Ottawa* *Ottawa City Passenger*

The street cars are doing rushing business just now.

**24/04/1871** *The Times, Ottawa* *Ottawa City Passenger*

A boy, the son of Henry Duggan, city street car conductor, was run over about noon Saturday by a street car near the New Edinburgh bridge, and received injuries which it is thought, will prove fatal. He is about eight years of age, and it appears that in getting off the platform he was swung under the car by a heavy basket which he had on one arm. The car passed over his body in a line from the abdomen to the chest, breaking one of his arms. Medical aid was obtained but it is believed the poor fellow cannot survive, at last accounts, he was still living, though in a very precarious condition. This is the first accident that has occurred on the street railway.

**27/04/1871** *Ottawa Free Press* *Ottawa City Passenger*

The street cars are now running forty trips per diem, or ten trips for each car with ten span of horses. The company will shortly put two more cars on the track on account of an increase in business.

**28/04/1871** *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa Street Railway motto is said to be "Dead heads strictly prohibited." Reporters never knew a company of that kind come to a good end.

**01/05/1871** *Ottawa Free Press* *Ottawa City Passenger*

Two loads of hay upset on the streets today. One on Sussex and the other on Elgin streets. They were both caused by the street railway track. In one instance there was a broken axle.

**02/05/1871** *The Times, Ottawa* *Ottawa City Passenger*

Three or four vehicles came to grief on the street railway yesterday.

**29/05/1871** *Ottawa Citizen* *Ottawa City Passenger*

Pinhey vs. Street Railway Company.

Action brought against the Street Railway company to recover \$10 damages for the breaking of a wheel and an axletree of a buggy on the track of the company through the alleged neglect of the company to keep the track and road adjoining in proper repair.--

Plaintiff awarded \$8 damages - at the same time the judge was quite satisfied that the intention of the Company was to do all that was right.

**05/06/1871** *Ottawa Free Press* *Ottawa City Passenger*

The corporation is laying new planks on the Sappers Bridge sidewalk, and in so doing today a corporation vehicle, with a load of lumber, was allowed to stand on the track of the C.P.R.R.Co. The C.P.R.R.'s vehicle came along and a Billingsgate fight took place, but the corporation were ignominiously put to flight, and the street car man was triumphant.

**22/06/1871** *Ottawa Free Press* *Ottawa City Passenger*

A collision on the Street Railway was not the cause of the crowd and excitement on Sussex street last night. It was a pair of baulky horses that refused to draw the car, even on the down grade, and after considerable delay the passengers on both the up and the down cars had to get out, and the cars were coupled together and hauled ignominiously back to New Edinburgh. Remarks by reporters, - "We knew that concern would never turn out well. If we were 'dead heads,' that time, we would have lost our ride just as well as the crowd of people who lost their ride and money both, by it."

**14/07/1871** *The Times, Ottawa* *Ottawa City Passenger*

Scarcely a day passes without three or four more vehicles being broken or damaged in some way upon the Street Railway, We have seen poor women, who came in several miles from the country have the axles of their carts broken, and were in consequence besides being put to much expense delayed for several hours in town.

**21/07/1871** *Ottawa Citizen* *Ottawa City Passenger*

The race of carts belonging to a by gone generation is gradually being killed off by the Street Railway. The dying struggles of an ancient specimen blocked up Sparks street for several minutes yesterday.

**09/08/1871** *Ottawa Free Press* *Ottawa City Passenger*

Our reporter this a.m., observing a small boy with a raw-boned horse trying to drag home a large cart with one wheel, asked the cause, and received for an answer, "Twas dem cars." So say they all.

**22/08/1871** *The Times, Ottawa* *Ottawa City Passenger*

A conductor on one of our street cars was assaulted by a half-drunken fellow yesterday near the Russell Street corner. It appears the victim of the "Forty Rod" had become disorderly in the car and pitched into the conductor for having endeavoured to quieten him. A couple of policemen came to the rescue, a scuffle ensued by which one of Mr. Michael's windows got somewhat damaged. The assailant made his way up Sparks Street; but was finally nabbed by Constable Graham and had the pleasure of taking the soft side of a plank at the station last night.

**09/09/1871** *The Times, Ottawa* *Ottawa City Passenger*

We agree with a contemporary that an extension of the street railway into Sandy Hill would prove very remunerative.

**16/10/1871** *Ottawa Free Press* *Ottawa City Passenger*

A street car got stuck below Sappers bridge this morning by a small stone getting under the wheel. The gentlemanly conductor expressed his disapprobation in mild profanity as he removed the obstruction.

**02/11/1871** *Ottawa Citizen* *Ottawa City Passenger*

A pig, run over by the street Railway cars on Sussex street, had two of its legs amputated by the accident. The pork was sold something under market price.

**06/11/1871** *Ottawa Citizen* *Ottawa City Passenger*

There is a change of time on the O.C.S.P. Railway. Trains now run semi-occasionally.

**08/11/1871** *Ottawa Citizen* *Ottawa City Passenger*

A street car was run away with by the horses attached to it, near the Russell House last night. When it got off the track the animals found the stampede a matter of such difficulty that they) came to the conclusion to stop and stopped accordingly.

**13/11/1871** *Ottawa Citizen* *Ottawa City Passenger* *Chaudiere*

It took five teams to drag a flat car from the St. L. & O. Railway to the Chaudiere on Saturday last. It is needless to say the wheels did not keep on the track.

**22/11/1871** *Ottawa Citizen* *Ottawa City Passenger*

A street car ran smack into a flock of sheep crossing the Sapper's Bridge today. The circumstances offered a good opportunity for the Society for the prevention of cruelty to animals, to show its principles.

**28/11/1871** *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa City Passenger Railway Company have managed to get a timetable at last. The morning express leaves New Edinburgh at 8 a.m. on and after 1st December, by gun time.

**15/12/1871** *Ottawa Citizen* *Ottawa City Passenger*

About five o'clock last evening a horse attached to a train ran away on Sussex street. In its career it came across a farmer's team standing in front of a store and without the least hesitation leapt over their backs, the train coming behind him knocked the team down, slightly injuring one of the horses. After performing this feat the runaway quietly went to his stable where he was captured.

**26/02/1872** *Ottawa Citizen* *Ottawa City Passenger*

Street Railway - this very serviceable institution would make money by running a train to Sandy Hill two or three times a day.

**01/03/1872** *Ottawa Free Press* *Ottawa City Passenger*

Special train - It is not very uncommon to see one solitary old lady lording it through the streets in the city cars, all unconscious of the distinction she is enjoying.

**18/03/1872** *Ottawa Free Press* *Ottawa City Passenger*

An extra horse was attached to the street cars today. The increased traffic and bad roads ere the cause thereof.

**16/04/1872** *Ottawa Citizen* *Ottawa City Passenger*

We are glad to see the street railway in running condition again. The first car appeared yesterday.

**17/04/1872** *The Times, Ottawa* *Ottawa City Passenger*

The street cars ran a few trips yesterday.

**13/05/1872** *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company are threatened by property owners on George street with legal proceedings if they do not remove the heaps of stones there deposited.

**12/06/1872** *Ottawa Citizen* *Ottawa City Passenger*

A stampede was caused from a street railway car, yesterday, by a woman taking her place on its crowded seat carrying a child in a full state of small pox. The way the car emptied was, to say the least, pretty lively.

**27/06/1872** *Ottawa Citizen* *Ottawa City Passenger*

Pity was excited on the streets today in the breasts of passers-by, on seeing a horse attached to a street railway car, with a badly galled and swollen shoulder. Where is the S.P.C.A.

**18/07/1872** *Ottawa Free Press* *Ottawa City Passenger*

The axle of a water cart, owned by Mr. Evans, Rideau street, was broken while the cart was being driven across Sappers Bridge yesterday afternoon. The rails of the street railway were the cause, the stone and the earth being not nearly as high as the rail.

**25/07/1872** *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Co. are selling off their stock of horses and replacing them by a much hardier breed.

**19/08/1872** *Ottawa Free Press* *Ottawa City Passenger* *Pooleys bridge*

The streetcars ceased to cross over Pooley's Bridge today, although it is still passable for waggons and foot passengers.

**24/08/1872** *Ottawa Free Press* *Ottawa City Passenger*

Yesterday evening a most heart rending accident happened on Sussex Street, by which life was lost through the carelessness of the street car driver. A little girl was standing on the corner of Murray Street, as one of the cars approached; and in the next moment persons in the locality were startled with horror at the noise made, as if some living thing in awful distress and agony. They looked to the spot from whence the noise proceeded, and there, beneath the car wheels, all bleeding and mangled, was Mrs. Hogan's little pig.

**28/08/1872** *Ottawa Citizen* *Ottawa City Passenger*

A Frenchman had one of his feet badly crushed yesterday by being run over by a streetcar. A new style of platform has been placed on the front part of the cars and from the manner in which it is constructed, it is feared that more accidents will occur to passengers who attempt to jump on the front platform.

**07/09/1872** *Ottawa Citizen* *Ottawa City Passenger*

About nine o'clock last night a smash up occurred on the Street Railway near Fleck's foundry. A car proceeding westward met a waggon standing on the track. The driver of the car was unable to check the horses in time, and turned them aside to prevent them from running into the team on the track. The car ran off the rails and the tongue striking a telegraph post was broken in two. The passengers were somewhat demoralized by the violence of the shock, but no one was injured by the accident.

**13/09/1872** *Ottawa Citizen* *Ottawa City Passenger*

Chaudiere people are lonely without the street railway. They walk up to Pooley's bridge to see the trains come in.

**14/09/1872** *Ottawa Free Press* *Ottawa City Passenger*

A street car collided with a one horse waggon on Sussex Street this afternoon, and the horse ran away without the rig.

**18/09/1872** *Ottawa Free Press* *Ottawa City Passenger*

Another victim to the obnoxious street rails, on Sussex street, today, was the text of a lengthy discourse in cursing. A farmer broke one of the axles of his buggy, and got tossed out into a mud hole, considerably damaging his best suit of clothes, which he wore in honour of the Agricultural Exhibition. He is going to make somebody pay it.

**19/09/1872** *Ottawa Free Press* *Ottawa City Passenger*

Mr. Cussan's waggon broke down on the Sappers Bridge last evening, as he was driving home from the Agricultural grounds with a load of fowl. There was no foul play suspected, however, as the street rails and poor wheels were the cause of the accident.

The street railway on Sparks Street, near Messrs. Garland Mutchmor & Co., was blockaded yesterday afternoon for some time by the breaking down of a cart load of slabs. Efforts were made to get the street car off the track, so as to pass the obstruction and not delay passengers, but the attempt was unsuccessful and they were obliged to change cars for a time, until the blockade was raised.

**25/09/1872** *Ottawa Citizen* *Ottawa City Passenger*

A collision between a street car and a bakers van occurred at the corner of Sparks and Bank streets last night. The car horses were upset by the shock, and could not be got to their feet until the harness was cut. The same car, while in charge of the same driver, met with a similar mishap last Monday night.

**19/10/1872** *Ottawa Citizen* *Ottawa City Passenger*

All the horses of the Street Railway Co., but six, are sick, not from the prevailing epidemic, but from the unprecedented severity of the weather and the bad state of the streets.

**23/10/1872** *Ottawa Free Press* *Ottawa City Passenger*

One of the horses belonging to the Street Car Co., succumbed to the influenza of the "epizootic", last night. There was a burial today. The horse was a valuable one.

**28/10/1872** *Ottawa Free Press* *Ottawa City Passenger*

These street car rails again. On Saturday evening a milkman named Clarke was thrown out of his vehicle on Duke street at the Chaudiere. He wasn't seriously injured.

**19/11/1872** *Ottawa Free Press* *Ottawa City Passenger*

The wheels on the street cars were discarded yesterday, and the vans placed on runners. It is easier on the horses.

**19/11/1872** *Ottawa Citizen* *Ottawa City Passenger*

The street cars are on runners this week, and are very comfortable looking vehicles.

**26/11/1872** *Ottawa Free Press* *Ottawa City Passenger*

The street car was cleared yesterday, so that in the afternoon the cars were enabled to run again. They now run regularly. The horses wear bells the same as when the snow was on the ground, the drivers having evidently forgotten to remove them. They may have been left on to scare the cows from the track.

**30/11/1872** *The Times, Ottawa* *Ottawa City Passenger*

The street cars are again on runners a contemporary tells us. We never knew they were off them.

**24/03/1873** *The Times, Ottawa* *Ottawa City Passenger*

Four street cars robbed

On Friday evening last four cars of the street railway were robbed at the depot, New Edinburgh. The proceeds of the day's traffic had been left in the boxes, and during the night they had been broken into and their contents stolen by some scoundrels. It was evident the deed was of no stranger to the place, as the cars are left in the same place every evening and had never been touched before.

March 26. The abstracted from the boxes of four street cars on Friday evening last, was last evening found in the possession of an employee of the company.

The delinquent seems however, to have received a hint that such discovery was made and got on board the St. Lawrence and Ottawa Railway last night. The authorities at Kemptville and Prescott were telegraphed, and he has no doubt, by this time taken a return ticket to Ottawa.

March 27. Robert McWilliams, charged with robbing four street cars, was taken into custody by Police Constable Banning, yesterday at Prescott, and brought to Ottawa on the evening train. The case will be brought up this morning before the Police Magistrate.

March 28. Was brought before the magistrate this morning, but there being rather a lack of evidence his case was adjourned until tomorrow when he will receive the award of his peculations.

March 29. Remanded until next Monday.

April 1. No material evidence was deduced and the prisoner was discharged.

**07/04/1873** *The Times, Ottawa* *Ottawa City Passenger*

Much of the track of the City Passenger railway is now clear from snow. Saturday men were engaged with a peculiar kind of scraper in removing thick mud from the line; and in a day or two the cars will, in all probability, be brought into use.

**17/04/1873** *The Times, Ottawa* *Ottawa City Passenger*

The cars of the City Passenger Railway ran through to the Chaudiere for the first time yesterday. They are a very great convenience and have been badly missed during their recent suspension.

**20/05/1873** *The Times, Ottawa* *Ottawa City Passenger*

The streetcars, which have been running heretofore to Pooley's Bridge, will run through to the Suspension Bridge this morning

**16/07/1873    *The Times, Ottawa*                      *Ottawa City Passenger***

A SPILL - a load of hay, driven by a farmer from the country. Upset on Sparks street, opposite O'Meara's clothing store much to the chagrin of the owner, who however, set about manfully to re-load his cart. The City Passenger Railway Company's track was the cause. It is really time the citizens took step to compel the company to lay their rails in such a way as not to interfere with the public traffic through the city.

**09/09/1873    *Ottawa Citizen*                              *Ottawa City Passenger***

The cars on the street railway this morning made a depot at the corner of Rideau and Sussex streets. They could not pass that point owing to the excavations being made for the waterworks trenches under their track. Many of our citizens were in consequence disappointed, in some cases waiting an hour for a car, and then making a few cursory remarks in connection therewith, or wishing someone else had their charter.

**07/11/1873    *Ottawa Citizen*                              *Ottawa City Passenger***

The managers of the Street Railway Company finding that the old sleighs are altogether too heavy for the winter traffic, have, we understand, given orders for the construction of new ones on a lighter scale. The change was sadly needed and will no doubt facilitate the now apparently slow winter coach.

**08/11/1873    *The Times, Ottawa*                              *Ottawa City Passenger***

The managers of the City Passenger Railway have given orders for the construction of a number of new sleighs of an improved pattern and lighter build.

**14/11/1873    *The Times, Ottawa*                              *Ottawa City Passenger***

The cars of the CPRR are still running although with great difficulty owing to the accumulation of snow on the track.

**14/11/1873    *Ottawa Citizen*                              *Ottawa City Passenger***

The Street Railway Company have replaced the wheel cars with runners. They slide along quite easily.

**17/11/1873    *The Times, Ottawa*                              *Ottawa City Passenger***

The cars of the City Passenger Railway have been taken off the route and the old cumbersome sleighs substituted. It is understood the company are having constructed a more improved pattern and lighter build.

**18/11/1873    *Ottawa Citizen*                              *Ottawa City Passenger***

The conductors on the street railway during the present weather have no easy time of it, especially when every hundred yards they proceed, their cars run off the track. The pick and shovel men of the brigade are out in force today, endeavouring to improve the rails, but they have very little effect. The street cars of today, and the corporation horse, are about the slowest things a person would wish to ride behind.

**17/12/1873    *The Times, Ottawa*                              *Ottawa City Passenger***

It was rumored some time ago that the City Passenger Railway contemplated having constructed a number of sleighs for winter traffic of a lighter build and larger capacity. If such is the intention of the company the sooner they set about the work the better. The present cumbersome vehicles which are drawn through the streets at a snail's gallop are totally inadequate for the requirements of the city. They are altogether too small, only accommodating ten persons and that too with some difficulty. It is no easy task, especially for ladies to enter them and it is an equally difficult task to get out of them. What the city wants is a sleigh of larger dimensions, capable of seating at least twenty persons comfortably and a proper means of ingress and egress. The company will undoubtedly not only benefit themselves, but the general public generally, by instituting immediate reform in this direction.

**22/01/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

We took a trip on the City Railway cars yesterday, they are unquestionably handsome. There is every opportunity for an excess of taste in the employment of fancy woods and veneers, in the frescoing and upholstery, which go to make up the interior of our modern parlours at present not on wheels. The Ottawa workmen have not been slow in improving that opportunity. The elegant interiors which have resulted from their skillful workmanship have attracted much attention. In making cars pleasant to look upon, there has been an unhealthy regard paid to making them comfortable to ride in. It would be omitting in the general beauty of their make did we forget to mention the elaborate decorations and frescoes on the head lining or ceiling of the said cars. We thanked goodness for our safe arrival at Noonan's for one of his lunches.

**27/01/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

The sleighs of the O.C.P.R. Co. will, by kind permission, leave the doors of Rideau Hall after the concert in and of St. Bartholomews on Wednesday evening next.

**29/01/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

It occurred yesterday and the scene was a street car. Two men between whom there was a striking contrast, one being built in a corpulent style and the other resembling a billiard cue, entered the car; the latter in advance and with ease and the former with much difficulty. The man constructed on the cue style was named David and the big fellow, Geo. Elma Eha (Goliath). The armies of the Israelites and Philistines were, however, absentees, and the sling and spear were not observed. These men sat opposite each other, and when the car stopped near the corner of Wellington and Bank streets they both dived for the door into which they wedged so closely that considerable effort was required to release them. They then drew back, hesitated for a moment, and again started for the door simultaneously, meeting in the same way. They both backed into the car, and the fat man majestically waved his hand and remarked to the slim man "mine friend, you go owt," and he went.

**06/04/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

The street car company have put on a force of men to clear the track and put the cars on. They are cutting up the streets pretty considerably and should be made to level any part of the road broken up by them.

**07/04/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

A gang of men were at work on Sussex street this morning clearing the street car track of the ice, which is much thicker than people would have supposed.

**10/04/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

About nine o'clock last night a man was badly injured by being thrown out of his carriage on Sparks street. One wheel was broken off the carriage, and the whole accident was caused by the channel cut in the road by the Street Railway Company.

**11/04/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

The cars upon the street railway made their first through trip yesterday. The public will doubtless rejoice at again having placed at their disposal the use of those cars which have actually become an institution in the capital.

**14/04/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

First of the season. A stage waggon came to grief yesterday afternoon, near the west end of Sappers Bridge; one axle was broken by the street railway track. This is the first accident of the kind this season, so far as we can learn. The passengers in the stage at the time, were spilled, and some of them had their clothes grievously soiled.



**07/05/1874    *The Times, Ottawa*                      *Ottawa City Passenger***

In the vicinity of the Chaudiere yesterday a streetcar was pitched off the track by some stones lying near the rails. The result was a broken axle and a change of passengers to the next car.

**18/05/1874    *The Times, Ottawa*                      *Ottawa City Passenger***

Daily are evidences of the impropriety of putting down the present style of street railway rail manifesting themselves. On Saturday, Mr. E.B. Eddy's large van came to grief by the breaking of an axle on Sparks Street opposite Gowen's Opera House. An edging cart, too, shared a like fate about an hour afterwards further down the street.

**18/06/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

The scene was a streetcar, and the subject of the incident was a Scotch woman with a basket of eggs. When she entered the car a street Arab followed her and took a seat at her side. Presently a dirty hand stole into the corner of the basket and seized an egg. This was repeated several times, but finally the old woman detected the purloiner. Watching the pocket into which the eggs were conveyed she waited for a good opportunity and brought her hand down on the eggs, breaking them and making a complete and unpleasant mess of the pocket. The urchin took this as a sign of a future onslaught and jumped out through the window of the car, followed by a shower of eggs thrown by the old woman, much to the amusement of the crowd of bystanders. The young lad remarked to several persons standing on the sidewalk that he "never got into such an ugly scrape in all his borned existence before."

**23/06/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

A street car horse shied himself into a waterworks trench this morning on Wellington Street.

**01/07/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

Street cars every quarter of an hour.

**03/07/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

A load of hay came to grief on the street railway on Sparks street this morning. The cars, in order to pass, had to be run off the track and around the load. The jolting over the stones was not at all pleasant. The car wheels suffer greatly by this process.

**12/08/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

Yesterday Christie's aerated water express wagon had one of its hind wheels knocked off on the street railway on the western approach to the Sapper's bridge. Cursory remarks on the part of the driver was the result.

**31/08/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

On Saturday about noon an accident of alarming nature occurred on the Sappers Bridge, One of the horses attached to a streetcar having been unhitched, accidentally stepped into the opening, and fell between the girders a distance of 30 or 40 feet (Sappers Bridge was being repaired at the time) to the ground, alighting on his feet and apparently escaped uninjured. That the animal was not killed outright was due to the fact that he was suspended for a long time in mid-air by the harness, and consequently the fall was considerably broken.

**03/09/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

Note that street cars are very crowded.

**03/09/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

This morning a street car ran against a woman in New Edinburgh, knocking her down. Just about this time the conductor who allowed his horse to fall through the Sappers Bridge, drove up, and accuses the other of carelessness, when a most amusing scene of vituperation took place. The injured woman was not all benefited by it.

**05/09/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

Yesterday evening the driver of one of the Ottawa City Passenger Railway cars had a narrow escape from receiving very serious injuries. It seems that while in the act of unhitching one of the horses to allow the car to pass over the temporary tramway across Sappers Bridge, he fell accidentally on the track, the car which was running at a pretty rapid speed at the time, striking the leg and injuring the limb very severely. Fortunately the man escaped without any broken bones, but he has been so severely bruised so as to incapacitate him from attending to his duties for a few days at least.

**05/09/1874    *Ottawa Citizen*                              *Ottawa City Passenger***

Yesterday evening as the 7.30 p.m. street car was crossing the Sapper's bridge, the driver got off as usual to detach the horses, when his heel caught on the step and threw him down. The wheels of the streetcar narrowly missed passing over him. As is was he got one of his legs pretty badly skinned by the edge of the step.

**10/09/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

The way the drivers of the street cars rush their horses on the down grades is not only a nuisance to the public, but a positive danger to the passengers. Last evening, our valued and respected City Clerk, Mr. W.P. Lett, was severely injured in stepping from a street car near his residence. He was, by the too rapid motion of the car, thrown to the ground, and today is suffering from the contusion. We are glad, however, to state that Mr. Lett was, by judicious attention to be at his office as usual this morning.

**11/09/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

The City Clerk, Mr. W.P. Lett sustained serious injuries on Wednesday night in jumping off a street car near his own residence. Drivers in going down a grade run their horses at such a furious pace as to render it almost impossible for a passenger to leap off the car with any degree of safety. Ring the gong and stop the car every time as this alone will ensure you from accidents.

**19/09/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

Workmen are engaged this afternoon in removing the incubus of mud from the tracks of the street railroad company on Sparks street.

**19/09/1874    *The Times, Ottawa*                              *Ottawa City Passenger***

The new arch being constructed under the west end of the Sappers bridge by the government has now been completed and the street cars can now be run over without unhitching the horses.

**17/10/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

A street car got off the track on Sussex street today at noon. After considerable delay, and expenditure of whiplash and profanity on the animals, the car was finally placed in its position again, and resumed the journey.

**28/10/1874    *Ottawa Free Press*                              *Ottawa City Passenger***

A democrat wagon met with a sad fate on Sappers Bridge this morning, one of the hind wheels catching on the street car track, and being severed from the main body of the vehicle. These car tracks are a fruitful source for carriage makers.

**04/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

Those street car tracks continue to be a constant source of emolument to carriage makers. This morning, about 11 o'clock, a water cart was completely annihilated on Sussex street, opposite the Ottawa River Navigation Co.'s office, and about fifteen minutes afterwards, in almost the same spot, a truck cart received a similar fate. Next!

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A cart laden with coal met a sad fate on the corner of Metcalfe and Sparks streets, last evening. The wheels of the vehicle became entangled with the street car tracks, and the coal was politely dumped on the ground. Traffic was obstructed until the coal could be loaded on to another cart and the debris of the vehicle cleared out of the way.

**06/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

A farmer, driving along Wellington street last evening, found the fate of himself and waggon in the street car track directly opposite the ladies college. The wheels were suddenly severed from the waggon, and the whole concern, with the farmer himself were unceremoniously dumped into the mud. The question now arose as to how and in what manner his journey homewards should be continued, and, as the shades of night were falling thickly around him, he was still at work, trying to solve the conundrum.

**09/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway tracks across the Sappers bridge are being shifted more to the south, and as a consequence the bridge is closed to traffic. The street cars stop at either end of the bridge today.

**10/11/1874** *Ottawa Citizen* *Ottawa City Passenger* *Sappers Bridge*

We observe that the street railroad company intend, in laying new rails on the Sappers' Bridge, to continue the double track, in defiance of the public wish expressed through the Board of Works. We hope City Council will take steps to ascertain whether this company can obstruct the streets of the city to suit its own convenience. --

**11/11/1874** *Ottawa Citizen* *Ottawa City Passenger* *Sappers Bridge*

For some time this morning carriage traffic over the Sappers Bridge was stopped, in consequence of the alteration of the rails of the street car track.

**11/11/1874** *The Times, Ottawa* *Ottawa City Passenger*

The President of the Ottawa City Passenger Railway Company, Mr. T.C. Keefer was yesterday notified by the department of Public Works that government are of the opinion that one track only should be laid across the Sapper's Bridge, this bridge being still under the control of the Public Works Department.

**14/11/1874** *Ottawa Citizen* *Ottawa City Passenger*

Comments on Keefer's letter in the Times about double track across Sappers bridge.

**14/11/1874** *The Times, Ottawa* *Ottawa City Passenger*

The street railway having been adjusted and raised to the intended grade on the Sapper's Bridge, the City Engineer put the entire body of Corporation laborers and carts to work yesterday to grade it. The work was almost accomplished by night. The second rail is not yet touched, as it is expected that it will be done away with altogether. Promptness is wanted in this matter as the snow may fall at any moment. It seems that the Corporation has had to bear all the expenses incurred in making these changes. The ratepayers think this is paying too dear for the whistle. Also letter from Keefer explaining that double track would be best.

**16/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

Letter from Keefer, president of the Street Railway regarding the tracks across Sappers Bridge. More

**17/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

Mr. Shaw, who supplies the general public with coal oil, complains that he has had the wheel broken of his oil van twice since he commenced business in this city. He does not like such attention on the part of the street car track.

An express waggon, returning from the 3.50 p.m. train on the St. L. & O.R.R. yesterday afternoon, became entangled in the street car tracks opposite the navigation company's office and had a hind wheel completely wrenched off. Next!

**23/11/1874** *Ottawa Citizen* *Ottawa City Passenger*

The street cars suspended their journeys on wheels today. The managers, however, promised that runners should be supplied, and traffic resumed tomorrow.

**24/11/1874** *Ottawa Free Press* *Ottawa City Passenger*

The much discussed question of the street car tracks has received a temporary quietus by the present fall of snow. Today the ordinary cars have been removed, and their places filled by the busses. These last present a decidedly handsome appearance, having been thoroughly refurbished and repainted.

**25/11/1874** *The Times, Ottawa* *Ottawa City Passenger*

The street railway resumed their trips yesterday, the sleighs being substituted for the cars. They were well patronized, the rough stormy weather driving many to seek the shelter and comfort which they afford.

**08/01/1875** *Ottawa Free Press* *Ottawa City Passenger*

We understand that the Street Railway Company, in order to improve the facilities for passenger traffic in the Spring and Fall, have decided to put on a certain number of coaches. With this object the company yesterday gave an order to Mr. James Speight & Sons, of Markham village, near Toronto, to construct five of them. This well known firm is one of the largest manufacturers in that line in the Dominion. We think the company have done the proper thing in securing a Canadian made article, and we feel assured that Speight & Sons are prepared to turn out work in their line equal to anything American.

**08/01/1875** *Ottawa Citizen* *Ottawa City Passenger*

Mr. Jas. Speight of Speight & Sons, Markham Village, eighteen miles from Toronto, today completed a contract with the Ottawa Street R.R. Co. for five coaches. This firm are the largest manufacturers in their line in the Dominion but it is singular that Ottawa manufacturers were not awarded the contract instead of sending the work out of the city.

**09/01/1875** *The Times, Ottawa* *Ottawa City Passenger*

The street railway company are at last disposed to evince some enterprise in the matter of street car accommodation. An order for the manufacture of five new handsome coaches for next season has been given to Messrs. Speight and Sons of Markham village in rear of Toronto. This will be a decided acquisition to the city and will confer a great boon on the travelling community.

**13/03/1875** *The Times, Ottawa* *Ottawa City Passenger*

The new cars for the Ottawa City passenger railway are on the way and are expected shortly to arrive in the city. They will be good news to the citizens who will remember the crowded state of the cars last summer.

**20/03/1875    *The Times, Ottawa*                      *Ottawa City Passenger***

One of the proposed new street cars or rather omnibuses, was on the route yesterday, and it is really a handsome vehicle. It is mounted upon wheels and is swung at a considerable distance from the ground. At the rear of the car is a projecting platform which is reached from the street by steps on either side. The management of the car requires the services of a driver and conductor, which will be a great acquisition as considerable confusion has hitherto existed for want of such an official. These cars are exclusively for use in spring and fall to overcome the interruptions which unavoidably occur at these seasons.

**29/03/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

The new street cars were on the route yesterday. The management of the car requires the employment of both a conductor and driver. The new cars are intended for use in the spring and fall only.

**30/03/1875    *The Times, Ottawa*                      *Ottawa City Passenger***

It is said that the Street Railway Company contemplate, when the cars are again resume their regular trips by rail, placing the omnibuses on Rideau Street to connect with the present railway system.

**02/04/1875    *Ottawa Citizen*                                      *Ottawa City Passenger***

Until afternoon today the street cars were not running, the state of the roads rendering traffic impracticable. They commenced in the afternoon and travelled by way of Dalhousie street, past the market, thence along Sussex street, across Dufferin Bridge to Wellington street. Even then a journey to the Chaudiere was one which no one would undertake for pleasure.

**13/04/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

A wagon, apparently from the country, and loaded with household effects such as stoves, furniture etc., came to grief on Wellington street, opposite King & Co.'s, yesterday afternoon, by the breaking of an axle. Now that the Street Railway track is uncovered, such accidents may naturally expected to be of frequent occurrence.

**19/04/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

A number of men have been put to work this afternoon clearing the ice and so forth off the track of the street railway in order to enable the cars to run.

**22/04/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

The street car track removed the wheel from off a water cart on Sussex street thins morning. The first street car of the season left the New Edinburgh stables at 2 o'clock this afternoon. Workmen proceeded it along the route in order to clear the track. The trip was made, though not without some difficulty.

**23/04/1875    *The Times, Ottawa*                      *Ottawa City Passenger***

The cars of the street railway were out for the first time this season yesterday. The rails are almost all clear now so that in a day or two, the omnibuses now in use, may be dispensed with. It is said however that they will be transferred to Rideau Street and run regular trips between Dufferin Bridge and the Protestant Hospital.

**24/04/1875    *Ottawa Citizen*                                      *Ottawa City Passenger***

A street car ran off the track on Sussex Street this morning. A woman in the act of getting off fell heavily to the ground and received injuries.

**27/04/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

The new rules and regulations, posted up in each car, is quite an improvement and must prove a source of pleasure to all who patronize those vehicles, particularly the ladies, as no smoking is allowed on the cars inside or outside. This is not enforced, for on Saturday, there were no less than three individuals smoking on a car which passed to its journey's end. What then is the use of such rules and regulations?

**05/05/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

No less than four vehicles broke down yesterday afternoon on the street railway track between O'Connor street and Sappers Bridge.

**19/05/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

The street cars are at present unable to advance as far as their usual terminus at the slides bridge owing to the roadway on bridge street being cut up by excavation making for the laying of pipes. It is not likely that the obstruction will long continue.

**01/06/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

Whilst being driven down Sussex street, this morning, a portion of the harness of one of the street car horses suddenly broke, and a lively runaway scene was with difficulty prevented by the driver.

**03/06/1875    *Ottawa Free Press*                      *Ottawa City Passenger***

Two men named Theodore Palikan and Joseph Coteau entered a street car in a drunken condition yesterday afternoon and at once started a disorderly sort of entertainment, winding up by frightening several lady passengers out of the car and breaking a pane pf glass. The police were promptly called and the men arrested.

**15/06/1875    *The Times, Ottawa*                      *Ottawa City Passenger***

As a car of the street car line was coming up Wellington Street one of the members of the Chaudiere Company, who was employed in watering the streets , turned his hose upon the car, wetting ten of its occupants, and on being remonstrated with, he paid his respects to the driver, who intends having them arrested. June 18. As intimated on Tuesday, McKay one of the members of the Chaudiere Fire Company was arrested by the police for willfully turning his hose, whilst watering the streets, upon an advancing street car and drenching the driver and two of its occupants. Several persons who witnessed the occurrence, testified that it was purely an accident and simply unavoidable, and that the man was not to blame. It seems that the driver of the car demanded his name and caught hold of him, whereupon he turned his hose upon him, compelling the Jehu to beat a hasty retreat. He was arrested at his instance, and notwithstanding the evidence to show that it was unintentional on his part, McKay was fined \$13 and costs. It can be readily conceded that his desire for drenching persons has been amply satiated, as the luxury cost him a very high price.

**26/06/1875    *The Times, Ottawa*                      *Ottawa City Passenger***

The street railway track which has been buried for the last six months on the Sappers Bridge has been dug up again, and is being removed to another part of he bridge. It would seem that there are to be two tracks after all allowed on this busy thoroughfare. The north side of the bridge will be graded and a new sidewalk laid down to bring it into conformity with the other side.

**10/07/1875    *Ottawa Free Press*                      *Ottawa City Passenger*                      *Sappers Bridge***

The street car railway has been unearthed and placed in position, working the double track, so much coveted by the company.

**17/07/1875 Ottawa Free Press Ottawa City Passenger**

A waggon met its fate last evening on the street railway track, Wellington street. One wheel was broken to pieces, and with only three left, the proprietor found that very unsatisfactory progress could be made.

**17/08/1875 Ottawa Free Press Ottawa City Passenger**

Yesterday a horse attached to one of the cars slipped into the main sewer now being excavated at the junction of Duke and Queen streets, Chaudiere. After much unnecessary tugging and suffering, the animal was brought to the surface, apparently not much the worse. Both the bridge left by the contractors for the cars to pass over and that for other vehicles is too narrow and insecure.

**15/09/1875 Ottawa Free Press Ottawa City Passenger**

Street railway busses will run in connection with the street cars from the Russell House corner to the Exhibition Grounds.

**16/09/1875 Ottawa Citizen Ottawa City Passenger**

The street railway buses will run in connection with street cars from Russell House corner to exhibition grounds and return.

**13/10/1875 Ottawa Citizen Ottawa City Passenger**

The street railway cars only run as far as Pooley's Bridge now owing to the main sewer excavations on Duke street.

**13/10/1875 The Times, Ottawa Ottawa City Passenger**

Owing to the main sewer being pushed forward on Duke street cars are only able to run as far as Pooley's Bridge. This is a work of necessity and, in consequence street railway travel must be impeded. The contractor, however, has put on a force of men sufficient to make the interruption of as short a duration as possible.

**22/11/1875 Ottawa Free Press Ottawa City Passenger**

The street cars are now running to Suspension Bridge.--

**07/04/1876 Ottawa Citizen Ottawa City Passenger**

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

**08/04/1876 Ottawa Citizen Ottawa City Passenger**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

It is expected that the repairs to Duke street will be finished today, and the street cars will be able to go over the whole route tomorrow.

The street cars still only run as far as the Western end of the Victoria Bridge, but passengers are not compelled to pay less than 6 cents fare. This is a free country and a man can walk if he chooses not to ride.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Opening of the Chaudiere bridge.--

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

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

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

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

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

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

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

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

Chaudiere bridge is load tested.--

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

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

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

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

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

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

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

**14/11/1876 Ottawa Free Press Ottawa City Passenger**

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

**16/11/1876 Ottawa Free Press Ottawa City Passenger**

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

**09/04/1877 Ottawa Citizen Ottawa City Passenger**

The street railway track was sufficiently clear of ice today to permit of it being used.

**19/07/1877 Ottawa Citizen Ottawa City Passenger**

DOUBLE TRACK - It is understood that the Street Railway Company will shortly discuss the question of a double track, thus doing away with the switch. Whether the change will meet the approbation of the shareholders and the citizens, remains to be seen,

**04/09/1877 Ottawa Citizen Ottawa City Passenger Suspension Bridge**

The street passenger cars gather during the day considerable custom from the citizens of Hull, and as yet they have done nothing towards their accommodation while waiting for the cars at the Suspension Bridge. In storm or rain people have to either walk ahead or stand very uncomfortably on the sidewalk. The company should take the comfort of their passengers at this end of the route into consideration and have some kind of waiting room for their convenience.

**06/09/1877 Ottawa Citizen Ottawa City Passenger Hull**

The manager of the Ottawa street cars thinks that there will be no difficulty in having their sleighs run into Hull as far as the sash factory during the winter season if a requisition is sent into the board signed by the citizens. In the summer season, when they use the track, it could not be done, as the Government will not allow them to lay a track across the Suspension Bridge.

**01/11/1877 Ottawa Citizen Ottawa City Passenger Suspension Bridge**

The Ottawa Street Passenger R.R. Co. have made a decided improvement by their new arrangement at the Suspension Bridge. A double track has been laid on the slide bridge and the two cars do not leave that end of the route until the up car is in sight, doing away with the inconvenience of former times when people either had to wait on the sidewalk or walk ahead. Now a car is always in waiting. When the snow comes it would be a still greater boon to the citizens of Hull if the company would run their cars into that city.

**21/06/1878 Ottawa Free Press Ottawa City Passenger**

The case of Kelly vs. the Street Passenger Railway Company, was in progress at the county court today, before His Honor Judge Ross. This is an action for damages. The plaintiff was engaged at work on the water works extension on Sussex street, in September last, when along came a street car and he was compelled to jump into the open drain in order to escape being run over. He was injured by the jump, and was laid up for some time thereafter. Hence the suit.--

**15/10/1878** *Ottawa Citizen*

*Ottawa City Passenger*

*New Edinburgh*

On Saturday afternoon two streetcars met on a single track at the New Edinburgh bridge. No. 1 wanted to know why No. 2 didn't switch off at the proper place, No. 2 asked the very same question. A wordy warfare followed, both drivers expressing the intention of spending the whole night on the bridge rather than take a back seat. About this time things began to become beautifully interesting for the passengers, and they awaited the grand finale with the utmost curiosity. Five minutes passed and not a car budged; ten minutes and not a blow was struck; fifteen minutes and not a sign of reconciliation; twenty minutes and the passengers began to leave one by one; thirty minutes and both cars were deserted and the conductors sat on the railing of the bridge, sneering most painfully and hurling epithets at each other. Whilst engaged in this pastime a road official came up and heard their grievances. He considered that both were right. A few minutes later two street car conductors again sat on the railing of the bridge, but this time in silence, for their occupation was gone; they had created a vacancy for someone else.

**09/11/1878** *Ottawa Free Press*

*Ottawa City Passenger*

The Street Passenger Railway Co. are now running six cars. Sixty trips a day are made, each car making ten trips. A trip covers about four miles, so that some 240 miles are covered each day by the street car horses.

**23/11/1878** *Ottawa Free Press*

*Ottawa City Passenger*

Street car collapsed - One of the street cars met with an accident and became disabled this morning. It had to be towed home by another car.

**29/01/1879** *Ottawa Free Press*

*Ottawa City Passenger*

The merchants of Sparks street are engineering a petition in opposition to the bill to amend the Street Railway Company, the charter in which it is proposed to change the track from Sparks street to Wellington street.

**01/02/1879** *Ottawa Free Press*

*Ottawa City Passenger*

The following circular has been sent out by Alderman Lang: "A meeting will be held in the Committee Room, City Hall, in rear of the Council chamber, on Saturday 1st. of February at 3 p.m. to consider the Street Railway Question as it effects the interests of Sparks street, A full attendance is desirable, that conflicting opinions may be heard and the views of the majority acted upon, a change of rail, the removal of switches, removal of switches substituting double track, of the removal of the railway to Wellington street, seem to be the alternatives to be considered. The Directors of the Street Railway are expected to be present."

A full account of the meeting is carried in Monday 3 February edition.

**21/07/1879** *Ottawa Free Press*

*Ottawa City Passenger*

A couple of young men who were out to Aylmer yesterday for a holiday, had one of the wheels of their buggy damaged by reckless driving over the street-car rails at the Chaudiere on the return trip.

**10/04/1880** *Ottawa Free Press*

*Ottawa City Passenger*

The street Passenger Railway Company have men engaged today in clearing the ice and refuse from the street car track.

**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.

**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.

**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.

**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.

**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.

**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.

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.

27/10/1881 *Ottawa Free Press**Ottawa City Passenger*

"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 imp's 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.

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.

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

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

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.

13/01/1882 *Ottawa Free Press**Ottawa City Passenger*

The summer street cars are being handsomely renovated in New Edinburgh under the supervision of Mr. Anderson, the company's mechanic.

A couple of street car drivers came near indulging in a fisticuff encounter one night recently through one failing to make regular connection.

17/02/1882 *Ottawa Citizen**Ottawa City Passenger*

The street cars were put on wheels yesterday. The snow has almost disappeared from the streets and the sleighing is conducted with much difficulty.

**13/04/1882** *Ottawa Free Press* *Ottawa City Passenger*

The public is doubtless awaiting patiently when the rumbling 'bus will have been supplemented by the easier going and more convenient street car, the track for the most part of the route being entirely free of ice.

**15/04/1882** *Ottawa Free Press* *Ottawa City Passenger*

The street cars commenced running yesterday, supplanting the busses, the track now being clear from the Rideau Falls to the Chaudiere Falls. The cars have received a coat of bright red paint, which makes them present an attractive appearance.

**17/04/1882** *Ottawa Citizen* *Ottawa City Passenger*

The street cars turned out on Saturday and replaced the sleighs and busses which had been alternately doing duty for a considerable time past according to the caprices of the weather.

**28/06/1882** *Ottawa Free Press* *Ottawa City Passenger*

One more for the rails.

The street car rails were the cause of the axle of a slab vendor's cart being broken near the Suspension Bridge yesterday.

**16/08/1882** *Ottawa Citizen* *Ottawa City Passenger*

The first car in the morning leaves New Edinburgh at 7.10 and the last car at night leaves the Chaudiere at 10 o'clock. These cars connect with the departure and arrival of the Montreal trains.

**02/09/1882** *Ottawa Free Press* *Ottawa City Passenger*

A farmer named Driscoll, who was driving a team of horses yesterday, accidentally broke an axle, while near the corner of Wellington and Bank streets. A street car which happened to be near, and was about to pass, had to be run off the track, while the breakdown was passed, when it was with some difficulty replaced on the track and continued its way.

**08/09/1882** *Ottawa Free Press* *Ottawa City Passenger*

The Secretary of the City Passenger Railway Company is about to issue placards to be placed in all cars directing all drivers to walk their horses at all the principal points and corners in the city, and to look carefully to see if anyone is hailing the car. The usual prohibition to passengers against smoking and chewing tobacco is also made.

**17/10/1882** *Ottawa Free Press* *Ottawa City Passenger*

The waggon, driven by John Ryan, of Aylmer, became entangled in the street car rails near the iron bridge at the Chaudiere on Saturday and in attempting to extricate it Mr. Ryan was pitched off, his head striking against the seat, and sustaining a deep cut. At the same time some 30 dozen eggs were smashed - another result of the dangerous state of the rails at present.

**26/10/1882** *Ottawa Free Press* *Ottawa City Passenger*

Another for the street railway.

At 4 o'clock yesterday afternoon James Sutherland was driving a team attached to a waggon loaded with coal, and when trying to get out of the rut of the Street Railway track, opposite the Russell Hotel, broke the axle of his waggon. The road bed between the track is three inches below the rail and it is no wonder the victims are numerous.

**09/02/1883** *Ottawa Free Press* *Ottawa City Passenger*

New regulations have been issued by the Street Railway Company regarding passengers. Hereafter, letter carriers, telegraph message boys and overgrown schoolboys will be charged full fare.

**28/03/1883** *Ottawa Citizen* *Ottawa City Passenger*

The work on the streetcars is just now unusually heavy, and in the course of a few days the "busses" must take the place of the sleighs. It is a consummation devoutly to be wished that the rails were bare again.

**19/04/1883** *Ottawa Citizen* *Ottawa City Passenger*

Much to the gratification of their patrons the Street Passenger Railway Company have had their rails cleaned of what ice was still sticking to them and have now got their cars running instead of the busses. The horses, also no doubt, are grateful for the change.

**17/05/1883** *Ottawa Citizen* *Ottawa City Passenger*

The switch on the street railway at Duke Street is in great need of repair. Yesterday one of the cars came off the track there, and in consequence came into collision with another car proceeding in the opposite direction. No damage was done to cars or passengers, though the latter had to alight before the cars could be got on the rails again.

**10/08/1883** *Ottawa Free Press* *Ottawa City Passenger*

Mr. Anderson of the Street Railway Company, is the inventor of a portable track for use when the railway is under repair. It seems to be an excellent idea, its chief feature being that it will dispense entirely with night work. Mr. Anderson intends to apply for a patent.

**15/09/1883** *Ottawa Free Press* *Ottawa City Passenger*

Last evening at about half past seven as one of the street cars was crossing the Sappers bridge, the horses were compelled to halt owing to the heavy load. The driver cruelly urged the horses along and one of them fell. A gentleman, who was standing close by, went to the driver and made him lighten up the car.

**20/09/1883** *Ottawa Free Press* *Ottawa City Passenger*

Yesterday a very amusing scene occurred on a street car, the principal features being an infuriated woman, an umbrella, and a good natured husband of vast proportions. The pair first attracted attention on Metcalfe street, when they were going towards the street car, the fair creature dealing her better half a dozen whacks over the head with her umbrella. He walked on apparently not heeding her, and boarded the back platform of the car. She followed and kept up the banging in great style and with increasing vigor. The driver came out and said he would not tolerate such behaviour on the car, put the woman off and drove on again, when she ran after it with her hand on the rail, still tapping her life partner on the nose with the parachute. Becoming thoroughly aroused the driver caught hold and held her while a passenger drove away for some distance and thus were the unpeaceful couple separated by force of circumstances,

**21/09/1883** *Ottawa Free Press* *Ottawa City Passenger*

Application has been made to the company controlling the Bank street road for permission to construct a street railway track from the city boundary to the Dominion Park. A private company made the application.

**15/11/1883** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway resumed wheels again this morning. It takes three quarters of an hour to drive from New Edinburgh to the Chaudiere.



**16/11/1883** *Ottawa Citizen* *Ottawa City Passenger*

The street car company abandoned their sleighs yesterday and put back their fall busses on the route.

**23/11/1883** *Ottawa Free Press* *Ottawa City Passenger*

The street car buildings at New Edinburgh are undergoing repairs.

**23/11/1883** *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway is running the streetcars again.

**27/11/1883** *Ottawa Free Press* *Ottawa City Passenger*

Talk of a new street car company, which proposed to run a line from Sparks street to Dominion Park on Bank street, has ceased.

**14/12/1883** *Ottawa Citizen* *Ottawa City Passenger*

A few days ago the street cars put on runners but the roads yesterday after the thaw made the work too heavy for the horses. The winter cars were, in consequence, laid up, and the busses put in requisition.

**16/01/1884** *Ottawa Free Press* *Ottawa City Passenger*

The Street Car conductors say that times are picking up. An extra car will shortly be put on.

**17/04/1884** *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway Company yesterday commenced to run their cars on the tracks for the first time this spring. They deserve credit for the promptitude with which they have had the tracks cleared for it was anything but pleasant to be jolted along the street in busses.

**20/06/1884** *Ottawa Free Press* *Ottawa City Passenger*

Yesterday afternoon there was nearly a collision between two street cars near the corner of Bank and Sparks streets. They were proceeding at full speed in opposite directions on the same track and were not aware of each others approach owing to the building on the corner obstructing the view. The driver of a grocery wagon which stood at the corner saw the danger and shouted to the street car drivers. They put on the brakes and reined in the horses, but could not come to a standstill until the cars were so close together, just in the curve, that the horses noses touched each other.

**03/11/1884** *Ottawa Free Press* *Ottawa City Passenger*

A cart laden with sawdust, while coming up Wellington street this afternoon, was run into by car No. 9 of the street railway at Stewart & Fleck's foundry, breaking the two hind wheels.

**07/11/1884** *Ottawa Free Press* *Ottawa City Passenger*

Owing to the frozen state of the road down on the Chaudiere the street cars are running only as far as McDougall & Cuzner's hardware store on Duke street today. The tracks are covered with frozen mud from the above named place to the terminus of the track.

At about nine o'clock Wednesday night two cars of the street railway collided at the corners of bank and Sparks streets. No damage of any account was done. The occupants of the cars merely got a good shaking up.

**25/11/1884** *Ottawa Free Press* *Ottawa City Passenger*

The street railway cars, owing to the frozen mud at the first Sussex street switch jump the track almost every trip.

**17/03/1885** *Ottawa Free Press* *Ottawa City Passenger*

Pete Lee, the driver of Mo. 2 street car, on Saturday was attacked by dizziness, and fell from the car, on Sappers Bridge, striking his head on the curb stone. He has not yet recovered from the blow.

**20/03/1885** *Ottawa Free Press* *Ottawa City Passenger*

One of the horses running on the street cars furnishes a good instance of the force of habit in animals. The beast, a rat tailed roan, has been on the car for about eight years and as soon as the bell is sounded she will throw herself back and stop the car almost instantly.

**17/04/1885** *Ottawa Free Press* *Ottawa City Passenger*

Mayor trying to get the street railway company to improve their rails.

**27/04/1885** *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company buses were withdrawn from the route Saturday and replaced by the regular streetcars.

**27/04/1885** *Ottawa Free Press* *Ottawa City Passenger*

The street railway ran their cars on Saturday for the first time this season.

**14/05/1885** *Ottawa Free Press* *Ottawa City Passenger*

Some mischievous individual placed a fog signal on the street car line at Sappers bridge last night about 10 o'clock. Of course the intonation exploded with a loud report on the arrival of the next car, and gave rise to a shooting affray. The offender is not known.

**18/05/1885** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway Co., who has applied to the Council for permission to lay a double track, of the flat, sunken rail design, along the present route, now propose to shorten the limitation of time in which they agree to replace the present troublesome track on Sparks street, from 1890 to December 1886. It is most likely in the event of the proposal being accepted by the council the company will immediately begin to change the track on the street mentioned and also to lay a new flat track on Bridge street, from Duke to Queen street, Chaudiere.

**03/07/1885** *Ottawa Citizen* *Ottawa City Passenger*

Extensive repairs are being made to the track of the street railway west of the first iron bridge at the Chaudiere and the cars are therefore compelled to stand on Duke Street until the work is completed.

**22/07/1885** *Ottawa Free Press* *Ottawa City Passenger*

The work of reconstruction is still going on at the Bridge street, but slowly however, and the street cars will have to make the Duke street crossing the end of their journey for some time to come.

**02/09/1885** *Ottawa Free Press* *Ottawa City Passenger*

The Bridge street improvements are about completed and the street cars are now running to Suspension Bridge.

**14/09/1885** *Ottawa Free Press* *Ottawa City Passenger*

A street car driver tells the story of two supposed burglars, who, it is thought, have lately been operating at the Chaudiere. They rode with the driver from the Flats on Saturday night, but on a policeman boarding the car they immediately got off. Some time afterwards they again boarded the car on its return trip and stood suspiciously near him, evidently intending to get at the satchel in which he carries money and tickets. In this case they were frustrated by the vigilance of the driver. One of them is described as a large man with black whiskers and the other is a mere boy. They claim to be from New York.

**26/09/1885** *Ottawa Free Press* *Ottawa City Passenger* *Chaudiere*

In a short while the street cars will be running to Bridge street, Chaudiere, a short distance from the Union station. This will be a great convenience to the travelling public. The track on Duke street will be abolished and flat rails are to be used on the new line along Queen street and down Bridge street to the Suspension bridge.

**09/10/1885** *Ottawa Citizen* *Ottawa City Passenger* *Chaudiere*

The New Track

Excavation preparatory to the laying of the City Passenger Railway track over its new route at the Chaudiere is now going on Bridge Street between Queen and Duke Streets, Chaudiere. As a consequence Bridge Street is pretty well blocked so far as ordinary traffic is concerned.

**12/10/1885** *Ottawa Free Press* *Ottawa City Passenger* *Chaudiere*

The street railway company has partially laid its rails on the new track which leaves Duke street and takes Queen and Bridge streets. The curve at the junction of these roads is a very sharp (one).

**13/10/1885** *Ottawa Citizen* *Ottawa City Passenger* *Chaudiere*

Work on the street railways new trackway on Queen and Bridge Streets, Chaudiere, is making good headway. Traffic over the line is sure to increase considerably as soon as this new route is opened; passengers for Union station being then carried so near to their destination.

**21/10/1885** *Ottawa Free Press* *Ottawa City Passenger*

The Street car company expect to run over their new rails by the end of the week. The work to the junction at Pooley's bridge is being pushed on fast.

**23/10/1885** *Ottawa Citizen* *Ottawa City Passenger*

The street railway expect to have their vehicles running over the new track at the flats by Saturday.

**23/10/1885** *Ottawa Free Press* *Ottawa City Passenger*

Owing to improvements in the shape of a new bridge flooring now being put down at the Chaudiere, the street cars only run to J.R. Booth's office.

**23/10/1885** *Renfrew Mercury* *Ottawa City Passenger*

As the well filled seven o'clock street car from New Edinburgh last evening reached Sussex street, it was boarded by a distinguished-looking lady who politely declined a seat offered her by one of the passengers, and stood in the doorway of the car. Among the passengers were two juvenile street musicians, who, with an eye to business, discoursed Blue Danube waltzes and no name quick steps galore. The occupants of the car were more amused than edified, and the majority of them, recognising the lady, glanced in her direction to see how she appreciated the music, apparently imagining that it would be distasteful to her. When one of the little chaps passed his hat around, the lady gave him a silver coin and the encouraging remark, "And now, little man, give us another tune," which he and his partner did with a vigor born of well rewarded effort. The incident created no little amusement, as as the car reached Sparks street and the lady alighted from the platform without ringing the bell and while the car was in motion, the conductor remarked: "That's the kind of lady I like. Give me Lady Macdonald for a passenger any time." - Ottawa Free Press.

**29/10/1885** *Ottawa Citizen* *Ottawa City Passenger*

The street railway route via Queen and Bridge streets will soon be in working order, the new track being very near a junction with the old at both ends. The rails being laid down are a decided improvement on those now in use, and the destruction of carriage wheels is likely to be very much less than might have been the case with those of the old pattern.

**16/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

The street railway company has almost completed its new track on Bank street between Sparks and Wellington streets. It is being laid to a higher grade and with improved rail.

**17/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

The laying of the street railway track on Bank street has been completed. The new grade has been adopted and when the street is properly filled it will be a great improvement.

**17/11/1885** *Ottawa Citizen* *Ottawa City Passenger*

The work of double tracking the street railway on Bank Street between Sparks and Wellington Streets is nearly completed. The new track is being laid with the improved rails which have been approved by city council, and will be a specimen of what the whole road will be when the contemplated work of double tracking it in its entirety is completed.

**20/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

A street car ran off the track near Pooleys bridge yesterday evening causing much delay. The run off was occasioned by the repairs the track at that point is undergoing.

**21/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

The street railway track is being laid along Bridge street from the Chaudiere Suspension bridge. The laying of the street railway track from Duke street to the Union depot is being pushed forward vigorously.

**25/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

The new street car track on Queen and Bridge streets, Chaudiere, has been finished and the cars now take that route to the Suspension bridge, the Duke street tracks having been abandoned. That portion of the new track from the junction of Duke and Bridge streets to the bridge has not yet been completed, and the cars consequently now stop at the junction.

**30/11/1885** *Ottawa Free Press* *Ottawa City Passenger*

The street car switch at Pooley's bridge will be completed today, and the company will then have a line almost as good as if a double track extended all the way. The placing of the new switches will be a great convenience to the travelling public, as no delay will take place on this line.

**11/03/1886** *Ottawa Journal* *Ottawa City Passenger*

The Street Railway Company are getting their busses in readiness to use on the break up of the roads. The regular tram cars have been renovated during the winter, and now look very neat.

**09/04/1886** *Ottawa Free Press* *Ottawa City Passenger*

The horses attached to the street railway cars are having exceptionally heavy work in drawing their huge caravans through the slush and over the sand at the new bridges. (i.e. New Edinburgh)

**14/04/1886** *Ottawa Free Press* *Ottawa City Passenger*

The street railway company is doing its best to rapidly finish the relaying of their track on Bank and Sparks streets. The state of the junction at present, however, is unavoidably such that it is almost impossible for vehicles to travel. Several collisions took place there yesterday afternoon, all of them the result of careless driving.

**16/04/1886** *Ottawa Citizen* *Ottawa City Passenger*

The street cars are obliged to take the Kent, Queen and O'Connor street route owing to the improvements now going on on the Sparks and Bank street tracks.

**17/04/1886** *Ottawa Free Press* *Ottawa City Passenger*

The street cars were driven on the rails for the first time yesterday, and those who travelled by this mode of conveyance were much pleased at the change from the jolting bus which has been doing service for some time back.

**17/04/1886** *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company had their cars out yesterday for the first time in 1886. Those who had to travel over the route were not sorry for the change from busses to the smooth running cars. Where the new double track is being laid at the corner of Sparks and Bank streets the roadway is being raised about a foot which make a marked improvement as this spot was so low heretofore that it became a regular mud lake after every shower of rain.

**22/04/1886** *Ottawa Free Press* *Ottawa City Passenger*

The new metal on the street car track at Bank and Sparks street gives the drivers considerable work to keep the cars on the rails. It will not be many days before the traffic will have brought the roadway to a good surface and there will be no danger of loose stones derailing the cars. Of course, where the rails are the steam roller cannot be used.

**26/04/1886** *Ottawa Free Press* *Ottawa City Passenger*

A bad accident occurred on Saturday evening about 8.30 as a street car was going to the city from New Edinburgh, when it came to the end of the first bridge, it ran off the track into a hole, and turned on its side. Captain Olcraft was thrown off on a pile of stones on his back and was very badly injured internally. Mr. J.C. Wilson was thrown through the window, the glass cutting his right arm badly. Dr. Bell sewed up the wound. Mr. Ingram was thrown over the dash board but escaped injury. Captain Olcraft was in a very critical condition yesterday. It is likely there will be a suit brought against the company for damages.

**07/05/1886** *Ottawa Free Press* *Ottawa City Passenger*

The driver on one of the street cars on Wednesday was observed treating his horse with great brutality. It was a clear case for the S.P.C.

**08/05/1886** *Ottawa Free Press* *Ottawa City Passenger*

Two street cars running in opposite directions met on Sparks street opposite C.S. Shaw & Co.'s store yesterday afternoon. Instead of one giving way the drivers proceeded to argue the question and quite a large block ensued.

**17/05/1886** *Ottawa Free Press* *Ottawa City Passenger*

Two street cars again got on the same line of rails on Sparks street this morning. One quickly backed on to the nearest loop, and the other, in its efforts to effect a safe and speedy passage, got off the rails. It was speedily replaced and resumed its journey without delay.

**12/06/1886** *Ottawa Free Press* *Ottawa City Passenger*

The street car drivers would be glad to see some notice taken of the suggestion made by the S.P.C. that they should be provided with seats.

**08/07/1886** *Ottawa Journal* *Ottawa City Passenger*

The bus line between the Protestant Hospital and the Post Office, will scarcely run at all this summer. The residents of the city in that direction are agitating for a street car track running in that section of the city. The proprietor of the buss line is said to have lost money in the enterprise.

**20/07/1886** *Ottawa Free Press* *Ottawa City Passenger*

The street railway are laying a new track on Sussex street and are using the improved rails on it. The improvement, of course, necessitates the tearing up of considerable metal.

**23/07/1886** *Ottawa Citizen* *Ottawa City Passenger*

Street railway cars pass Queen's Wharf in time to connect with steamer Empress leaving at 7.20 a.m. excursion to Grenville and return. Fare 50c. Saturday excursion to Grenville and return - fare 50c. Steamer Empress leaves Queen's Wharf at 7.20 a.m. Street cars leave Suspension Bridge at 6.45 a.m. and connect with steamer.

Double tracking

How it is progressing on our street railway.

The work now going on beside the street railway tracks at the corner of Sussex and Rideau streets, will complete the most difficult and tedious part of the task the company have in hand in double tracking their line from Pooley's Bridge to Murray street. As this spot is the only corner they have to bother them now, the double tracks having been laid at the Bank street turnings early in the spring, and now extending in an unbroken line from Pooley's Bridge to Sparks street east of Bank. The grade given to the company for their track is about a foot above the present level, so that just as soon as the new track is put down the corporation will have to raise the roadway. Instead of being flat as at present, Sparks street will be "crowned" much as the streets at the Chaudiere now are. When their improvements are completed the company will be in a position to give very much improved service.

**24/07/1886** *Ottawa Citizen* *Ottawa City Passenger*

A quantity of rails for use on the new double track of the city passenger railway were deposited on Metcalfe street near Sparks yesterday afternoon. They are the new improved flat rail, not the "terror" to vehicles in use on the old track.

**30/07/1886** *Ottawa Journal* *Ottawa City Passenger*

A street car ran off the track on Rideau street this morning where the laborers are excavating. A party of men were, for a considerable period of time, trying to get it on the track again. The cars were delayed for some time.

**02/08/1886 Ottawa Free Press Ottawa City Passenger**

The Street Railway company still neglects to put up any warning lights at night where they are cutting up the streets, and the unwary are likely to drop into the holes they have made in the dark. The night before last a gentleman in the public works department fell into one of the excavations and received some severe contusions. He is now inquiring who he should legally proceed against. The Street Railway company who neglected to observe the city bylaw, or the corporation which seems careless about enforcing its own ordinances. He says he will go for somebody when he finds out who is the right one to go for.

The street railway company have at last taken the hint given them by this paper, and last night had lams put up at the dangerous points where new track laying is going on.

**14/08/1886 Ottawa Journal Ottawa City Passenger**

There is a great deal of dissatisfaction throughout the city, but especially amongst the merchants on Sparks street, at the slow progress made by the Street Railway Co. in the prosecution of their work. The interests of the people are wholly disregarded and the principal business streets are unnecessarily obstructed for weeks at a time. Whether this is due to the incapacity of those employed to manage the work or the indifference of the company to the convenience of the public is a question which should be settled speedily. A street railway, properly conducted, is a great advantage to a city, but, managed as the Ottawa street railway has been, it is an unmitigated nuisance. It is difficult to say whether the old buggy smashing rail, or the obstruction erected by painfully slow degrees on Sparks street to receive the new rail is the more injurious to the traffic of the city. There ought to be some authority in the Corporation competent to compel the company to prosecute their work with greater vigour or in shorter sections. For a long distance on Sparks street a sort of semi-elevated track has been built and allowed to remain untouched for a considerable time. As a merchant in the neighbourhood remarked, it is too high to be crossed by a vehicle and too low to dodge under - it is neither a horse car track nor an elevated railway, but an obstruction pure and simple, which only a patient and long suffering community would tolerate for a single day. The city ought either to get possession of the streets or lease them to the Street Railway Company and end the difficulty.

**21/08/1886 Ottawa Citizen Ottawa City Passenger**

On account of the elevation of the new track now being laid on Sparks street, near Bank, being so high over the old roadway, the horses have to be detached at this point pending the filling in of the track, drivers and workmen literally having to "place their shoulders to the wheel".

**25/08/1886 Ottawa Journal Ottawa City Passenger**

Last night about 8 o'clock three street cars met almost together on Sparks street. The passengers were obliged to change cars twice.

**27/08/1886 Ottawa Free Press Ottawa City Passenger**

The work of laying the metals of the street railway is progressing on Sparks street. Why the engineers have thought it necessary to raise the crown of the hill does not appear plain to the uninitiated.

**31/08/1886 Ottawa Free Press Ottawa City Passenger**

The works on Sussex street in connection with the street railway are being rapidly pushed forward, and it is hoped that before long the two ends of the new rails will meet.

**02/09/1886 Ottawa Free Press Ottawa City Passenger**

The slow progress of laying the street railway track has excited the ire of a good many Sparks street merchants, who consider their trade injured by the length of time the street remains broken. Who is to blame in the matter is not easy to tell.

**04/09/1886 Ottawa Citizen Ottawa City Passenger**

The new street railway tracks are said to be not proving so great a success as they were anticipated to be. The flat rails are all very good, provided the earth is kept filled up around them. This, however, is not done so far, and the trouble appears to be as great as it was before.

**07/09/1886 Ottawa Free Press Ottawa City Passenger**

The reconstruction of the street car tracks causes considerable confusion among the drivers who at times are puzzled to know which track to take. Several panics occurred between them during yesterday afternoon.

**07/09/1886 Ottawa Citizen Ottawa City Passenger**

On account probably of recent protestations on the part of merchants of Sparks Street a slight increase in the number of stone breakers on the repairs to the track on that leading thoroughfare was observable yesterday morning.

**08/09/1886 Ottawa Journal Ottawa City Passenger**

The last state of the street rails on Sparks street, near Bank street, is worse than the first, near the curve the rail offers a serious obstacle to traffic. It projects from two to three inches above the level of the street and the wheels of vehicles crossing it cannot fail to sustain injury. The application of a little more broken stone at that particular place would have a very beneficial effect.

**08/09/1886 Ottawa Citizen Ottawa City Passenger**

The steam roller. This institution was at work on Sparks Street last night where the street railway work has been going on for some time and in consequence that thoroughfare has been put in pretty good shape from Bank to near Metcalfe Street.

**13/09/1886 Ottawa Citizen Ottawa City Passenger**

The street railway conductors have got a nice quiet easy way of letting the cars down past the Russell House on Sparks Street pending the completion of improvements to the track in that vicinity. It being on a down grade just there, the horses are unhitched on the corner of Elgin Street, and the car rolls down the incline and is again attached at the bridge.

**17/09/1886 Ottawa Free Press Ottawa City Passenger**

A balky horse on one of the street tram cars has attracted a good deal of attention lately. The driver takes a short and easy method with him. When he sees the horse gone, he stops the car unhitches the horse, and having turned him around two or three times, hitches him up again and drives on.

**21/09/1886 Ottawa Free Press Ottawa City Passenger**

An improvement on the time made by the tram cars from the New Edinburgh bridge to the post office would be desirable. At present the time is placed at twenty minutes, but the distance could easily be done in fifteen.

**28/09/1886 Ottawa Journal Ottawa City Passenger**

This forenoon as one of the streetcars was proceeding up Wellington street, one of the horses dropped through an excavation that was being made under the track. The animal was extricated without injury.

**13/10/1886 Ottawa Citizen Ottawa City Passenger Chaudiere**

There was a railway accident in the city yesterday - a street railway accident - car no. 7 running off the track at the corner of Wellington and Queen streets, Pooley's Bridge. There were no casualties but passengers were delayed fully a quarter of an hour before the driver succeeded in getting again on the track.

**15/10/1886** *Ottawa Journal* *Ottawa City Passenger*

The new street car track has been laid from the corner of George street as far as the Basilica on Sussex street. The double track will be completed shortly which will improve the street car facilities on great measure. A force of men have been at work since Monday laying the track.

**19/10/1886** *Ottawa Free Press* *Ottawa City Passenger*

A rig to which a team of horses were attached came to grief whilst trying to cross the street railway tracks at the end of Sappers Bridge this afternoon. The off fore wheel was entirely smashed and the traffic stopped for some minutes.

**12/11/1886** *Ottawa Free Press* *Ottawa City Passenger*

Owing to catching the street railway lines, an express waggon going down Rideau street this morning collided with one of the Canadian express company's rigs near the corner of Sussex street. The Canadian express lost a hind wheel, whilst the other rig, which was from the country, lost both the front wheels, and the ground was strewn with the buffalo robes, and straw which it contained.

**29/11/1886** *Ottawa Journal* *Ottawa City Passenger*

The cars made their first appearance on runners this morning.

**20/12/1886** *Ottawa Free Press* *Ottawa City Passenger*

It is remarkable how few persons avail themselves of the tram cars at this season. If the cars were only enlarged and a small stove fitted in each, foot passengers would be comparatively scarce.

**23/12/1886** *Ottawa Free Press* *Ottawa City Passenger*

The street trams are daily crowded and would be a boon to the public if they only moved a little faster. Their rate of progression is, to say the very best of it, awfully slow.

**24/01/1887** *Ottawa Journal* *Ottawa City Passenger*

The special meeting of the stock holders of the City Passenger Railway, to have been held tomorrow, has been postponed for a week owing to Mr. Keefer's death. (this was Harold Keefer, son of Thomas Keefer, who died in a fall from the bridge at Vaudreuil on Friday 21 January.

**24/01/1887** *Ottawa Free Press* *Ottawa City Passenger*

A street car got wrecked on Rideau street near Sappers bridge about nine o'clock this morning. It was taken back to the stables at New Edinburgh.

**24/03/1887** *Ottawa Journal* *Ottawa City Passenger*

Riding on the street cars now is about as wearisome a job as a person cares to undertake, owing to the heights and hollows in the streets. A trip down Wellington Street at the present time is enough to make an ordinary person seasick, rising and falling on the billows.

**30/03/1887** *Ottawa Journal* *Ottawa City Passenger*

One of the horses attached to the street car fell last evening on Sparks Street causing alarm and considerable delay to the passengers who had to wait till the animal was unharnessed and got on his feet again. This weather is exceedingly hard on the street car horses.

**09/04/1887** *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway Company turned out its buses yesterday for the first time this season. The change from runners to wheels must be a great relief to the poor horses, who for some days past have had a very sorry time of it. Even an additional horse on the incline from Sussex Street to the Sappers Bridge was not enough to prevent them seeming overworked.

**23/04/1887** *Ottawa Journal* *Ottawa City Passenger*

The Street Car railway put on seventeen laborers today to disentomb the rails from their coverings.

**28/04/1887** *Ottawa Journal* *Ottawa City Passenger*

The street railway company's tracks are being cleared and it is expected that the cars will in a few days take the place of the busses.

**29/04/1887** *Ottawa Journal* *Ottawa City Passenger*

The street railway lines having been cleared of snow, the car service was resumed yesterday, much to the relief of those who patronize the company's conveyances.

**02/05/1887** *Ottawa Citizen* *Ottawa City Passenger*

The street railway tracks from terminus to terminus are now clear. The cars have been running but with some trouble for three days past; but horses as well as passengers are glad that the rails are really clear.

**12/05/1887** *Ottawa Free Press* *Ottawa City Passenger*

The street trams had quite a boon in business yesterday afternoon. Owing to the number of streams crossing the roadway they were obliged to pull up about 100 yards from their usual point.

**16/05/1887** *Ottawa Free Press* *Ottawa City Passenger*

As Mr. Lapworth's cart was passing over the street railway metal in front of the Russell House this morning, the rail caught a hind wheel and wrenched it off. The furniture with which the cart was laden was scattered over the whole street.

**18/05/1887** *Ottawa Free Press* *Ottawa City Passenger*

A break down occurred on Sparks street this morning, a wagon axle breaking while crossing the street car railway track near O'Connor street.

**20/05/1887** *Ottawa Citizen* *Ottawa City Passenger*

Numerous complaints are made about the condition of the street railway lines. Every street accident that occurs is put down to the lines, and certainly with some amount of justice, as in several places it is impossible to cross the track without making a right angle.

**27/05/1887** *Ottawa Free Press* *Ottawa City Passenger*

A collision between two street cars occurred at Metcalfe Square on Wednesday.--

**27/06/1887** *Ottawa Journal* *Ottawa City Passenger*

The Ottawa Street Railway Co. have two new cars on their line. The new cars are far ahead of the old ones, and were purchased from the Stephenson Car Co. of New York.

**30/06/1887** *Ottawa Free Press* *Ottawa City Passenger*

The remains of a broken down lumber waggon rested on Sappers Bridge yesterday afternoon. It was minus a wheel thanks to the street car track.

**29/07/1887** *Ottawa Free Press* *Ottawa City Passenger*

The new street car tracks which are being laid down near Church street to the Queen's wharf, on Sussex street, will be completed in a few days.

**27/10/1887** *Ottawa Journal* *Ottawa City Passenger*

A handsome streetcar for the Ottawa City Passenger Railroad arrived from New York yesterday. It cost \$1,200.

**28/10/1887** *Ottawa Journal* *Ottawa City Passenger*

Somebody put a fog signal on the streetcar track last night at Sappers Bridge, just as the car stopped to let off a little girl passenger, the fog signal exploded and the little girl, alarmed by the noise, fell down. The noise of the explosion caused quite a gathering of people and dynamite was on many lips. But it was only a fog signal and nobody was hurt.

**28/10/1887** *Ottawa Free Press* *Ottawa City Passenger*

A torpedo bomb placed on the rails of the street car track on Sappers Bridge last evening by some mischievous youths caused quite a sensation. Several people were on the bridge at the time the car came along and exploded the detonator. The report was so loud that a young lady fainted from fright and in a few minutes an immense crowd gathered a rumor gaining ground that she was shot in the head. Fortunately she speedily recovered and was removed to her home in New Edinburgh.

The street railway company today placed a new car on its track imported from the States at a cost of \$1,000. In size, finish and construction it is far ahead of any used here so far.

**29/10/1887** *Ottawa Citizen* *Ottawa City Passenger*

The new car of the street railway company placed on the road yesterday was the object of a good deal of attention during the day. The car is somewhat larger, handsomer, and better fitted than those formerly in use, and it was imported from the States at a cost of \$1,000.

**04/11/1887** *Ottawa Journal* *Ottawa City Passenger*

Street car horses last from one to twelve years according to their staying powers. The local company has a horse now in use which has been on the road for fifteen years and still shows no signs of giving out. Mr. Fraser, superintendent of the Ottawa road, says that the average life of car horses is five years. When their usefulness on the road is gone they are sold to local farmers, in whose care they generally recuperate to a great extent. They bring from \$50 to \$80.

**11/11/1887** *Ottawa Journal* *Ottawa City Passenger*

The Ottawa Street Railway Company intend ordering four new cars to be delivered next spring, from New York, to replace some of the older cars now in use and which are very much dilapidated. Including the new car recently purchased, the Company will have next summer, four entirely new cars, larger and much more comfortable than those now in use.

**21/11/1887** *Ottawa Free Press* *Ottawa City Passenger*

The busses of the street railway company, generally used in the spring and fall, were out on the route this morning.

**23/11/1887** *Ottawa Journal* *Ottawa City Passenger*

The car tracks being covered with snow, and the roads not being fit for sleighing, the Street Railway Company have put their busses on the road.

**26/11/1887** *Ottawa Free Press* *Ottawa City Passenger*

The driver of a street car passing up Wellington street at its junction with Lyon about nine o'clock last night was considerably surprised to find his horses bolting. The omnibus was vacant at the time and the way it was tossed about made beholders think that it would be upset at any moment. The animals were pulled up opposite Fleck's foundry, the driver having lost his whip during the adventure.

**18/01/1888** *Ottawa Journal* *Ottawa City Passenger*

The Street Railway company have added to their winter service the elegant sleighs built by the Messrs. R. Shore & Co. of this city. The new sleighs are built of Black Ash nicely painted and comfortably cushioned. It is the intentions of the company to have ready for use in spring several new cars which will be built by the Stephenson Car Company of New York.

**31/01/1888** *Ottawa Free Press* *Ottawa City Passenger*

The street car company intend on making purchases of quite a number of horses this spring, when some at present in use will be retired.

**21/03/1888** *Ottawa Free Press* *Ottawa City Passenger*

The street railway company withdrew the sleighs from the roads yesterday and put their busses on the line. The bob sleighs were getting too heavy for the horses.

**12/04/1888** *Ottawa Journal* *Ottawa City Passenger*

The street car railway men were busy on Sparks, Sussex and Wellington streets yesterday in picking away the ice in order to let the busses travel on the rails instead of over the hills and through the hollows which abound between the Suspension bridge and New Edinburgh.

**12/04/1888** *Ottawa Free Press* *Ottawa City Passenger*

A gang of men are at work clearing the street car track of ice and other debris, the company being anxious to get the regular cars running as early as possible.

**17/04/1888** *Ottawa Free Press* *Ottawa City Passenger*

The street railway company have for some days been picking away the ice about the rails of their tracks with, in some cases, anything but pleasant results. The debris thrown on each side of the roadways is an inconvenience to those wishing to get from vehicles to stores and the ruts made in the roads are a nuisance to parties driving.

**18/04/1888** *Ottawa Free Press* *Ottawa City Passenger*

The City passenger Railway company got its cars out yesterday and put away its busses. The hauling on the horses seemed heavier than when the busses were being used. The cuts in the street where the rails lie are very bad.

**03/05/1888** *Ottawa Free Press* *Ottawa City Passenger*

About four o'clock yesterday evening the horses attached to No. 10 street car took fright at the tongue of the car failing near New Edinburgh and made several desperate attempts to get away. The driver and conductor held them but the tongue of the car was broken and one of the horses was slightly damaged.

**03/05/1888** *Ottawa Free Press* *Ottawa City Passenger*

The street railway company has put a conductor on each car since the death of the unfortunate newsboy who was killed by a street car a few days ago.

**11/05/1888** *Ottawa Free Press* *Ottawa City Passenger*

Last night about nine o'clock there was a regular jam of the street railway cars at the corner of Rideau and Sussex streets. Three cars were all stuck in one time in a lump there and all filled to overflowing. Some stupid party started a report that some had been run over by the cars and in a short time several hundred persons were at the spot looking for the accident.

**02/06/1888** *Ottawa Free Press* *Ottawa City Passenger*

The Street Car company have an elegant new car placed on the road. The new vehicle completely throws the old ones into the sheds.

**06/06/1888** *Ottawa Citizen* *Ottawa City Passenger*

The working class complain at the late hour that the street cars begin running in the morning. At Montreal and elsewhere the cars generally start to run at 7. The street cars in the city are still controlled by a single driver, who does double duty, filling the position of conductor and driver as well. It is not an uncommon thing to see the horses entrusted to the care of youngsters while the driver is collecting fares, and it is a wonder that accidents are not more frequent occurrences. The company should have a conductor on each car, and thus allow the driver to devote his whole time to the care of the horses.

**14/06/1888** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway track is in course of reconstruction along Sussex street today and also in New Edinburgh.

**25/06/1888** *Ottawa Free Press* *Ottawa City Passenger*

This morning a baker's rig came to grief on the rails of the street car track owing to an attempt of the driver to cross it.

**24/07/1888** *Ottawa Free Press* *Ottawa City Passenger*

The City Passenger Railway company are making considerable changes in its stock just now. Many of the horses which have seen long service on the road are used up and are being sold and new ones are being purchased to replace them.

**26/07/1888** *Ottawa Free Press* *Ottawa City Passenger*

The last of the bands in the circus procession, yesterday, had a narrow escape from, perhaps, serious injury, while their heavy chariot was rounding the corner of Sussex and Rideau streets. The driver of the long string of horses was evidently not used to the Ottawa street railway tracks and attempted to rive obliquely across them, with the result that the waggon caened slightly. The musicians, who were playing for all they were worth, got a scare and stopped suddenly, prepared to make a spring to the ground. The jehu, however, by a dexterous movement of the ribbons righted the vehicle which narrowly missed being tipped over.

**28/07/1888** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway company have commenced a thorough repair of their road, the track being now strengthened its entire length from the Chaudiere falls to the Rideau falls, new sleepers put down and old rails replaced by new ones.

The street rails wrenched the wheels off another rig today on Sussex street, and considerable profanity on the part of the driver was caused by the accident.

**24/08/1888** *Ottawa Free Press* *Ottawa City Passenger*

Accident involving streetcar No. 10.

**15/09/1888** *Ottawa Free Press* *Ottawa City Passenger*

The rail of the street tramway at the corner of Bank and Sparks streets is some two inches above the roadway and is exceedingly dangerous to passing rigs.

**25/09/1888** *Ottawa Journal* *Ottawa City Passenger*

The Street car company have put conductors on all the street cars during this week. This will materially shorten the time take to make the run between the Chaudiere and New Edinburgh.

(Note this was the week of the Fair)

**02/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

A horse attached to a street railway car raised a grand rumpus on Sparks street about noon today, and blocked the line for about a quarter of an hour. The animal turned rusty and refused to move, kicking and rearing whenever urged on. A second car with passengers came up behind and had to wait. Finally the animal was conciliated and descended to go off at a good round pace.

**05/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

A smash up occurred on Sussex street about two o'clock Saturday afternoon, when one of John Graham, the New Edinburgh gardener's heavy carts collided with a Canadian's light side bar buggy. A small boy was driving Mr. Graham's horse at the time, and was unable to manage it while crossing the street car tracks, which account for the collision.

**06/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

The street car track was once again the cause of a waggon coming to grief. The waggon was an express, the property of Mr. G. Gratton, and was drawing ashes with which to cover his yard, when crossing the track at Sapper's bridge, the wheel was wrenched off, and the whole load dumped on the roadway. Several more fine new streetcars similar to the one recently placed on the line will be added to the rolling stock of the Street Railway company next season. They will be constructed at Toronto.

**08/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

Yesterday a horse belonging to Felix Belanger made a bolt from Sussex street and got into a collision with a street car. The result was a general smash up to the detriment of Mr. Boulanger's cart.

**19/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

The city street cars experienced their first snow season difficulties this morning, when the 8 o'clock car got off the rails near the corner of Rideau and Sussex streets and was some minutes before it could be got on again.

**19/11/1888** *Ottawa Citizen* *Ottawa City Passenger*

The condition of the streets along the track of the street railway is in many places, notably on Sparks Street, disgraceful in the extreme. It would not be tolerated in any other city than Ottawa.

**30/11/1888** *Ottawa Free Press* *Ottawa City Passenger*

Another wheel of an express wagon came to grief on the street car track on Sussex street this morning.

**03/12/1888** *Ottawa Free Press* *Ottawa City Passenger*

Owing to the business of the Street Railway company being slack at present the company is running one car less. It is remarked that on account of this reduction cars will pass a given point every half an hour instead of every quarter of an hour as heretofore.

**18/12/1888** *Ottawa Free Press* *Ottawa City Passenger*

The Street Car company sent out their horses this morning with the calks unfit for the roadway. With many difficulties two cars reached the incline on Rideau street but here they stopped; and finally the horses had to be taken out.

**17/01/1889** *Ottawa Free Press* *Ottawa City Passenger*

The street railway cars are being painted and renovated in preparation for putting on the rails, as soon as the weather proves favorable, which it is not expected to be long at the present rate.

**07/02/1889** *Ottawa Free Press* *Ottawa City Passenger*

The street car service was completely deranged yesterday and for some at least the statement that pedestrians could walk faster than the cars travelled was true. On many occasions the two poor horses attached to the car had all they could possibly do to get through the deep snow. At least three, if not four horses should have been attached to each car.

**13/03/1889** *Ottawa Free Press* *Ottawa City Passenger*

The passengers on No. 8 street car this morning going towards the Chaudiere were rather alarmed when the front runners parted from the rest of the car on the other side of Pooley's Bridge. The car was brought back to the station to be repaired.

**18/03/1889** *Ottawa Free Press* *Ottawa City Passenger*

The street cars are being painted up and generally renovated in preparation for summer traffic on the rails, as soon as the weather proved suitable. The company are also purchasing some new horses for their road, to replace old or worn out animals.

**25/03/1889** *Ottawa Journal* *Ottawa City Passenger*

The Ottawa City passenger railway has decided to extend its lines this spring from the present New Edinburgh terminus to the Rockcliffe ferry opposite Gatineau Point. The company recently ordered four new Stephenson cars from New York and expects to improve the service in many other respects during the coming season.

**27/03/1889** *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa Street Railway Company will, it is said, construct new lines as far as Rockcliffe ferry this spring, which will give people from Gatineau easy access to the heart of the city. The company recently ordered four new Stevenson cars from New York are expected here in a few days.

**13/04/1889** *Ottawa Free Press* *Ottawa City Passenger*

A rumor is current that the Street Passenger Railway company contemplate removing their stables from Rideau ward outside the city limits, to a point east of the ward and will extend their track further in that direction.

**16/04/1889** *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway company are at present extending their track from the present terminus to the Rockcliffe ferry landing about a mile distant. This will be a welcome addition to the street car route to the ladies and children and picnic parties, as the route lies along side the woods bordering the river banks. Heretofore parties have had to carry picnic baskets, &c., but in they will be able to stop anywhere at the points selected. It is not the intention to remove the street car stables. They will remain as at present.

**17/04/1889** *Ottawa Citizen* *Ottawa City Passenger*

The Street Railway Company are extending their track from the present terminus in New Edinburgh to the Rockcliffe ferry landing.

**18/05/1889** *Ottawa Citizen* *Ottawa City Passenger*

Now that the warm weather is coming on a good deal of passenger traffic is done by the street railway, the travel to and from Hull being most marked.

**27/05/1889** *Ottawa Journal* *Ottawa City Passenger* *Rockcliffe*

The extension of the present street railway from the terminus on Main Street, New Edinburgh, to a point near Mr. Keefer's residence at Rockcliffe is nearly completed. The grading is done and the metals are coming on fast after the ties.

**30/05/1889** *Ottawa Free Press* *Ottawa City Passenger*

Two fine new streetcars with all modern improvements will shortly arrive from New York for the City Passenger railway company.

**31/05/1889** *Ottawa Journal* *Ottawa City Passenger* *Rockcliffe*

About a quarter mile of the track of the Rockcliffe extension of the street railway is laid. The whole distance is a little over a mile. The track is being laid from the Rockcliffe end. Work is now going on in the rock bed cutting near the city end of the line.

**07/06/1889** *Ottawa Free Press* *Ottawa City Passenger*

The two new cars which the Street Railway company purchased lately will be placed on the tracks tomorrow.

**02/07/1889** *Ottawa Free Press* *Ottawa City Passenger*

The Street railway cars were so densely packed yesterday that three horses had to be put on to draw them.

**05/07/1889** *Ottawa Journal* *Ottawa City Passenger* *Rockcliffe*

The street railway have their metals laid out nearly to Mr. Keefer's residence at Rockcliffe. There is a small gap in the line at Rideau hall, as the company have been unable to come to terms with the government for permission to lay over it.

**03/08/1889** *Ottawa Free Press* *Ottawa City Passenger* *Rockcliffe*

The street railway extension to Rockcliffe is now finished with the exception of some 400 feet through Princess Avenue, New Edinburgh, for constructing which the company has yet to obtain the sanction of the city council. The new section was opened this afternoon, when the directors of the company and a number of Press representatives passed over it. The scenery is very charming along the route, and no doubt the public will patronize it very extensively.



05/08/1889

Ottawa Journal

Ottawa City Passenger

Rockcliffe

Today the Rockcliffe Extension of the City Passenger Railway is opened for traffic, and for one continuous fare. Passengers from any part of the route will be able to reach the great Natural Park, from where can be obtained what has been called the greatest panoramic view on this portion of the Dominion. On Friday, the Directors made their trial trip, and on Saturday, by invitation of Mr. T.C. Keefer, the chairman of the board, the newspapermen to the number of some twenty were driven over the extension and shown the beauties of the neighbourhood.

Starting from the offices of the company on Main Street, New Edinburgh, the old line to the end of the street at the junction with John Street which for nearly a quarter of a century has lain buried, has been dug out and raised to a new grade given by the city engineer. The passenger on arriving at John Street, has to alight, and is given a continuous ticket, as from that point, a distance of 400 feet, the track would have to be laid over Corporation roadway.

When the extension was begun the company was not aware that this small piece of roadway was within city limits. Mr. Keefer said to the Journal on Saturday "It has for some unknown reason been brought in and the city is taking advantage of the only power they have over us. This piece of road never cost them a cent. There was an old road ran down by the lodge to Rideau hall and this piece was made by the McKay estate in exchange and passed into the hands of the city through annexation.

PICTURESQUE SCENERY

Arrived at the end of the 400 feet, the traveller finds a car waiting for him, having boarded which he commences to traverse a mile of probably the most picturesque scenery opened up by any street railway in the world. Here are the deep green woods around Rideau Hall, then a steep descent, over Limekiln Road, with the bush on both sides, and glimpses of the river down below, a sharp curve, and open meadow land belted by trees, and then a genuine piece of wild pine wood, looking lovely in the summer sun, an open plateau and the terminus at the old Mushroom lodge.

The excursionist descends in probably one of the most delightful picnic grounds imaginable. On one side the bush rises until it sinks into the sky, on the other is the Grand river with the silvery stream of the Gatineau flowing down to meet it, the village of Waterloo with its church of St. Francis, the wide undulating land of the Gatineau valley, dotted with houses, and beyond all, the bold outlines of the green clad peaks of the Laurentian range.

The park itself is well clothed with shade trees and grass, and down by the pine wood, clear and cold, rises a magnificent spring of water. Just at the terminus stands the old cedar log hut known as the Mushroom Lodge, built by Major Macnab, when the century was not yet in its teens, and which has since been the favourite object of many sketches and painters. Below the hut sinks the road to the old ferry, the only accessible means of coming to Gatineau Point. This roadway has been doubled in width by Mr. Keefer as the only townships benefited, Templeton and Gloucester, could not legally spend a cent on it.

QUITE IN THE COUNTRY

Although only a little over a mile from the city the park is perfectly guileless of the slightest glimpse of even the highest tower, and is completely the rural resort. Passing Mushroom Lodge the party of Saturday were conducted by Mr. Keefer around the wonderful natural terrace which skirts the hill, and from which a series of most extensive and beautiful views can be obtained, to his residence, where refreshments awaited them.

Success to the enterprise, coupled with the health of Mr. Keefer having been duly honored Mr. Keefer acknowledged the same. In the course of his remarks he said the new extension was not a sudden thought, it had been growing for years and but for the lack of funds would have been carried into effect before. In 1872 it had been contemplated, then came a run of matters, which could not be put off, and up to 1884 they never again saw the same amount of receipts. They found that from New Edinburgh to Centre town their cars were comparatively empty, whilst from Centre town to the Chaudiere they were filled.

FACILITIES FOR THE GATINEAU PEOPLE

In order to make both ends equally well patronized they had conceived the idea of affording facilities to the people of the Gatineau valley for reaching markets and they hoped that they had now done so. They intended to put on some more open cars and make the road a success.

Mr. R. Blackburn, who was one of the party and is a vice-president of the road and Mr. J.D. Fraser did much to contribute to the pleasure of the time which was soon after brought to a close by the visitors returning to the car and thence to the city.

The new roadway is well built and in good running order. No pains seem to be spared to make the road a success. It is understood the extension cost some \$4,500.

05/08/1889

Ottawa Free Press

Ottawa City Passenger

Rockcliffe

Street railway extension to Rockcliffe is opened to the public today. Full account.

--it was pointed out that the metals are not new stock, but formed part of the lot with which the company years ago intended to lay double track. The city, however, objected to this and the company consented, although regretfully, to put in loops and switches. The stock has been in the company's hands for more than twenty years. The company did actually succeed in double tracking Wellington street which is, of course, a thoroughfare of broad dimensions. "When it came to Sparks street, however," said Mr. Keefer, who willingly responded to requests for information, "the merchants went down on their knees and asked us not to carry out our intentions. Although it was against our judgment, and although we had the power under our charter to build a double track we yielded to their wishes. Still we did not hesitate to point out that they would find those miserable loops and switches even a greater nuisance than they considered the double tracks."

--"Its very few street cars run under trees as on this road." More.

07/08/1889

Ottawa Free Press

Ottawa City Passenger

Rockcliffe

The street railway extension to Rockcliffe is being largely patronized by the public. Over 200 persons went down yesterday, and were charmed with the locality. A large number of citizens, who have been residents of Ottawa for a long time, visited the new terminus of the street railway for the first time yesterday, and declared that they were unaware of the existence of such a lovely spot so near to their doors. The road is somewhat rough at present, but in the course of a few days will be smoothed out considerably.

12/08/1889

Ottawa Citizen

Ottawa City Passenger

Rockcliffe

The traffic over the extension of the Street Railway Company's road to Rockcliffe on Saturday was very encouraging. Both in the morning and in the afternoon the cars were fairly filled.

29/08/1889

Ottawa Free Press

Ottawa City Passenger

Long piece about terms under which the street railway can connect the Rockcliffe extension to the system--

19/10/1889

Ottawa Free Press

Ottawa City Passenger

The street car tracks are very high in certain places about the city and are dangerous to vehicular traffic. Yesterday two breakdowns occurred on Wellington street due to this cause.

24/12/1889

Ottawa Journal

Ottawa City Passenger

The street railway company will put on a new sleigh next Tuesday. It is being manufactured by Mr. Shore of this city. It will take the place of "bus no. 7" which, it may be interesting to know, ran on Broadway, New York, 20 years ago.

26/01/1890

Ottawa Journal

Ottawa City Passenger

Mayor's Inaugural

During the past year the council have had under consideration an offer from a company to construct and operate a street railway on some of the principal streets of the city, but as the council did not consider the bonus per mile sufficient they declined to accept and we are now asking for power from the Ontario government to construct and operate street railways. I hope we will succeed during the coming session in procuring legislation which will enable the city to control this very important work, or be the means of getting an offer from some company that this council, in the public interest can accept. It is very important that the city should be provided with better street railway accommodation without any further delay.

**11/03/1890 Ottawa Free Press Ottawa City Passenger**

The Street Railway company had their large busses out this morning for the first time. They are handsomely painted and from the present condition of the roads will be a great benefit to the public.

**12/03/1890 Ottawa Citizen Ottawa City Passenger**

The Street Railway Company had their busses out yesterday for the first time this year.

**17/03/1890 Ottawa Citizen Ottawa City Passenger**

The road scraper of the Street Railway Company is doing good work.

**27/03/1890 Ottawa Journal Ottawa City Passenger**

The street railway company have an excellent new car on the road. It was built in Ottawa by Messrs. Shore and Co.

**08/04/1890 Ottawa Free Press Ottawa City Passenger**

The street railway company are using platform trucks today to cart away the snow and clear their track. The refuse is being dumped over the New Edinburgh bridge.

One of the best known old horses in the city of Ottawa died in the street railway stables in New Edinburgh on Saturday. The old mare Maggie with her rat tail, was known to all riders on the cars, and of her twenty years she had spent fourteen on the route. During that time she was never sick and made an average of over three trips every day, or in all during the time considerably over 75,000 miles of hard work. She slipped in the stable and broke her leg which necessitated her being destroyed.

**10/04/1890 Ottawa Citizen Ottawa City Passenger**

Meeting of Board of Works

The Chairman announced that an arrangement had been made with the Street Railway Company whereby the City agreed to furnish labour and the company horses and carts for clearing snow from the streets caused by the railway track.

**12/04/1890 Ottawa Citizen Ottawa City Passenger**

The work of removing the snow from Sussex street was vigorously prosecuted yesterday. Six large waggons specially constructed by the Street Railway Company were used to cart the refuse to the Rideau River where it was dumped in. By six o'clock the street was cleared as far as Mr. Bryden's furniture store. The company's scraper was worked over Sparks and Wellington streets yesterday.

**29/04/1890 Ottawa Free Press Ottawa City Passenger**

Cabmen and drivers generally complain of the nuisance caused and continuous danger threatened by the high tracks on the street railway company roadbeds on some of the principal streets, more especially at the Chaudiere. They think something should be done to raise the surface of the street to the level of the rails. In several cases wheels have been wrenched off vehicles when crossing the rails.

**21/05/1890 Ottawa Free Press Ottawa City Passenger**

The street car company have in their possession another baulky horse which is very annoying to passengers. This morning he refused to move when in front of the Russell and the occupants of the car were compelled to get out before he could be started.

**24/06/1890 Ottawa Free Press Ottawa City Passenger**

In a street car just before six o'clock -

He - "I am very sorry to crowd you Miss De Witt but -"

Miss De Witt - "Don't speak of it. There's no room for apology."

**25/06/1890 Ottawa Citizen Ottawa City Passenger**

The Ottawa Street Car Company are doubling their stable room and will put in an extra lot of horses when the work is completed.

**16/07/1890 Ottawa Journal Ottawa City Passenger**

The Ottawa City Passenger Railway company is still unable to make the connection between the New Edinburgh termination of their line and the Rockcliffe extension so the public who wish to go to Rockcliffe have yet to walk 450 feet along Princess avenue and then take the cars to that place. More.

**16/07/1890 Ottawa Citizen Ottawa City Passenger**

Mr. Keefer states position on the want of a connection of the street railway at Rockcliffe. From the Ottawa Free Press of July 9.--.

**02/08/1890 Ottawa Citizen Ottawa City Passenger**

Long correspondence on Rockcliffe extension.

**02/08/1890 Ottawa Journal Ottawa City Passenger Rockcliffe extension**

The mayor is reported, in the Journal, as deprecating the publicity which has been given by the company, to the facts as to the Rockcliffe extension, in order to relieve itself of the responsibility for the existing gap between the city and the Rockcliffe railways. The mayor is reported as inviting the company to "discuss the question" with his sub-committee, leaving it to be inferred that this was not done and that therefore the company is therefore guilty of discourtesy to the chief magistrate.

The following correspondence, commenced by the mayor in June of last year and closed in September, will show that the question has been very fully discussed with His Worship, although it has not yet reached the council or the citizens.

More - Gives full details, including list of shareholders..

**02/08/1890 Ottawa Free Press Ottawa City Passenger**

Correspondence concerning the connecting of the Rockcliffe extension to the rest of the network.

**09/08/1890 Ottawa Citizen Ottawa City Passenger**

The Street Railway Company have almost completed their new stabling quarters and the extra accommodation will be of the greatest use. The stables are now very commodious and handsome.

**16/09/1890 Ottawa Journal Ottawa City Passenger**

The Ottawa Street Passenger Railway Co. is just completing a new extension of their stables on Rideau Street, New Edinburgh. The old stables have been raised 4 feet and the length doubled giving a total length now of 200? feet with accommodation for 60 horses. Over this is the finest loft in Ottawa, and one in which a splendid ball could be given. The new stables, when complete will be most commodious and excellently fitted up.

Also account of a visit to Rockcliffe Park - no mention of the gap.

The path ends at the old carriage drive. Along this will shortly run the street railway to the cemetery. This will pass along the meadow by the piling ground cross the road to Hillman's Mills, the beaver meadow, skirt Hemlock Lake, and so reach the cemetery.

**17/10/1890**    *Ottawa Citizen*                      *Ottawa City Passenger*

The stables of the Street Car Company at New Edinburgh are now completed. The buildings are lofty and in every way a great improvement over the old quarters, There is storage room for over two hundred tons of hay.

**29/10/1890**    *Ottawa Free Press*                      *Ottawa City Passenger*

The sleighs of the Street Railway company are being renovated and put into shape generally for the winter. The company recently added to their stock a number of horses purchased in this district.

**10/11/1890**    *Ottawa Free Press*                      *Ottawa City Passenger*

The first street car which left New Edinburgh this morning was utterly unable to cross the first bridge owing to the glaring ice, it being utterly impossible for the horses to secure a footing. They were unhitched while the passengers disembarked and shoved the car over the bridge. Much difficulty was experienced in reaching the Chaudiere.

**04/12/1890**    *Ottawa Citizen*                      *Ottawa City Passenger*

The Street Railway Company had their sleighs out for the first time yesterday.

**31/12/1890**    *Ottawa Journal*                      *Ottawa City Passenger*

Opposes the electric railway charter. Keefer - crosses their tracks three times within 650 yards, and all these crossings are at the foot of heavy grades; that a speed of ten miles an hour is permitted to the electric railway, more.

By coming on to the tracks of the old company at Rideau street and crossing at Sappers Bridge going out again at Elgin Street would avoid diamonds at intersections of Rideau and Sussex, Sparks and Elgin and Sparks and O'Connor. Access to the C.P.R. station.

**17/01/1891**    *Ottawa Journal*                      *Ottawa City Passenger*

Editorial about Keefer's claim that the Journal is attacking him. Points out that the street railway shareholders have done very well from their investment.

**14/03/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

The civic By-law Committee held a meeting yesterday afternoon and decided to recommend to council to pass the by-law granting the Ottawa Passenger Railway Company the right to connect their Rockcliffe extension with the main line, and also to extend the line on Queen street to Broad. The By-law was submitted at the meeting.

**19/03/1891**    *Ottawa Free Press*                      *Ottawa City Passenger*

A gang of men were set to work yesterday by the Street Passenger Railway company digging a bed for laying the track for the extension on Queen street west from Bridge to Broad street.

**01/04/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

The people of Hull are about waking up to the possibility of having the street car service extended to that city. To the advantage of having direct communication with the Capital, residents have long been fully alive; but interest in the scheme has been revived through the HULL DISPATCH, which has of late been a persistent advocate of the scheme. It is understood that at the next meeting of the Hull City Council the matter will be discussed, and as the first thing to be done is to secure the consent of the Government to use the Chaudiere Bridge, the council will likely appoint a delegation to wait upon Sir John MacDonald in reference to the matter. The committee will also interview Mr. Keefer, the president of the Street Railway. In this connection the DISPATCH credits Ald. Fraser, secretary-treasurer of the company with having said, "Mr. Keefer has never been requested by the people of Hull to carry out this idea, but I have no doubt if a deputation from the Council waited on him and made the suggestion he would cheerfully do what he could to meet their views."

**02/04/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

The Street Car Company will put on a gang of men with flat cars, to clear their tracks today, and expect to have the line fully cleared by next week.

**04/04/1891**    *Ottawa Free Press*                      *Ottawa City Passenger*

The tracks of the street railway other than in the centre of the city are now clear of ice, and when the workmen now engaged on Rideau and Sparks streets succeed in opening up the track the cars will be put on the routes. At present travelling in the busses is so rough that passengers can hardly keep their seats at times.

**14/04/1891**    *Ottawa Journal*                      *Ottawa City Passenger*

#### THE STREET RAILWAY HULL EXTENSION

The scheme for endeavouring to obtain the expansion of the city passenger railway to Hull has progressed so far and found such favour that a select committee of the Hull council has been appointed to wait upon the directors of the railway company and petition them to make the extension. The deputation will meet Mr. Keefer one day during the week.

**14/04/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

The Special Committee of the Hull City Council will meet the Ottawa Street Railway Company early this week relative to the extension of the street railway line to Hull.

A leading Sparks street merchant favours the passing of a special vote of thanks to the City Passenger Railway Company for their assistance in the timely removal of the snow and ice from that thoroughfare.

**15/04/1891**    *Ottawa Free Press*                      *Ottawa City Passenger*

The Street Car Company have ordered two new open cars which they expect to be able to place on the track in the course of a few days.

**21/04/1891**    *Ottawa Journal*                      *Ottawa City Passenger*                      *Rockcliffe extension*

The Ottawa Street Railway Co. [sic] asked that the city engineer approve of the proposed location of the connecting line between the Rockcliffe extension and the city limits so that the work could go on at once. Referred.

**25/04/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

The Ottawa Passenger Street Car Company yesterday made a slight reduction in their fares, selling six tickets for a quarter and twenty-five for a dollar. The company are also running on faster time and have two relief cars on at dinner and supper times. The two new open cars will start running on May 1st.

**23/05/1891**    *Ottawa Journal*                      *Ottawa City Passenger*

The Ottawa street railway's two new open cars arrived yesterday from New York and were put on the road yesterday afternoon. They are 24 feet long and will be a convenience to the public. Owing to the peculiar construction of these cars, each will require a conductor as well as a driver.

**23/05/1891**    *Ottawa Citizen*                      *Ottawa City Passenger*

Two new open cars of the Ottawa Passenger Street Railway Company arrived yesterday from the John Stephenson Company, of New York. The cars are 24 feet long, with a seating capacity of 35. The cars start Monday with a driver and conductor each. The cost of the cars was \$800 each.

*28/05/1891 Ottawa Journal Ottawa City Passenger*

A gang of men are again at work on the construction of the "missing link" on the Rockcliffe extension and the connection will be made by tomorrow or Saturday, when pleasure seekers will be able to go through to Rockcliffe without changing cars.

*02/06/1891 Ottawa Citizen Ottawa City Passenger*

The Ottawa City Passenger Railway Company removed the bells from the horses on their cars yesterday as the noise was thought to possibly disturb the Premier. The new connection in the Rockcliffe branch of the street railway is now about completed. It is constructed on a plan that will allow an extra switch to be put in at any time.

*03/06/1891 Ottawa Citizen Ottawa City Passenger Rockcliffe*

The connecting link of the Ottawa City Passenger Railway was completed yesterday. Cars will now stop at Rideau Hall where a change will be made to the Rockcliffe cars, the passengers not having to walk any distance.

*05/06/1891 Ottawa Free Press Ottawa City Passenger*

Traffic on the street cars is considerably larger this year than heretofore. The company is giving better service, and in putting on the new open cars has met the demands of the public, resulting in a large increase in the financial returns.

*07/07/1891 Ottawa Free Press Ottawa City Passenger*

Contractor O'Leary had men at work last night on Sparks street near Bank putting down the rails for the street cars which had been taken up, while a portion of the sewer was built. A new switch was also laid down, and the cars will now run on the northern track till the sewer is completed, so it now makes a bend from north to south, and takes its course along the southern side of the street until it reaches Metcalfe street

*08/07/1891 Ottawa Free Press Ottawa City Passenger*

Much delay was caused to the street car service last evening by the cars jumping the track at the corner of Sparks and Bank street, owing to the switches becoming misplaced and not having been laid down permanently while the sewer is being laid.

*10/07/1891 Ottawa Journal Ottawa City Passenger*

Mr. J.B. Wright of the E.B. Eddy Manufacturing company, met with a very painful accident yesterday evening about 6 o'clock while on his way home to Rideau street. He got on one of the new open cars of the Ottawa Railway Co. and on approaching the first iron bridge over the Chaudiere slides attempted to change his seat and was caught between the car and the bridge. His breast and back were badly bruised and he had to be driven home. Dr. Church attended to his injuries and it is expected the sufferer will be alright in a few days.

*18/07/1891 Ottawa Free Press Ottawa City Passenger*

The ties of the street car track under which the new Sparks street sewer is being placed are shored up by posts placed under them which will remain after the sewer is completed and filled, so that should the ground sink, the street car railway will not be affected. The bottom of the old sewer is made of pine planks and when taken up are found to be as solid as the day they were put in thirty years ago. This fact is accounted for by the continued flow of water preventing the wood from rotting.

*07/08/1891 Ottawa Journal Ottawa City Passenger*

Mr. T.C. Keefer, president of the Ottawa City Passenger Railway, speaking to the Journal yesterday on the application of the storage system to the old road said: "I believe the question has been talked over by some of our directors at the Chaudiere who are interested in electric power, although, officially nothing has been done in the matter of applying the storage battery system to our line. Mr. Blackburn, the vice-president, has not mentioned it to me, nor has it been discussed at the board.

At present I would not like to give any time or date within which the line will be operated, if at all, by electricity. I have followed the storage battery principal for years.

On the Fourth Avenue line, New York, this system is now in operation, the litigation which it is claimed caused it to be withdrawn from active use having been ended. There is a small line near Breton, between Bandon and Denver, which is claimed to be a success, and I hear it is working well at Dubuque.

There is no doubt that the storage battery system is the best for the city. It lights, and if it is needed, heats the car, and does away with the live wire overhead. In the question of a new railway there would be no question of a choice of power. Electricity is the motive power, but then in many cities, Philadelphia amongst them, they will not stand the live wire over head, and the network at the street corners is a terrible nuisance to firemen.

An interesting experiment is about to be made as to how far they can run their cars into the winter. I have no doubt they will shorten the winter very much and run very nearly through. We will watch this experiment and the results may affect the decision. Personally I have long thought that the storage battery is the ultimate power for city tram cars.

**Struck by Lightning**

Both Street Railways Demoralized by the Storm

The C.P. Company's Stables Fired and the Service Stopped last Night.

Lightning struck the Ottawa street railway brick stables yesterday afternoon setting them on fire and almost causing their destruction.

About a quarter past three as Mr. Wm. Buchanan, the company's clerk, was standing in front of the office door on Ottawa street, he saw an almost blinding flash of zigzag lightning pass apparently over the building, and at the same moment there was a deafening crash of thunder. For a moment he was stunned. When he entered the office Mr. Riobert Ingram, the bookkeeper, asked him to go out in the back and see if any glass was broken, as he thought he heard a sound like it. Struck by a Bolt of Lightning.

Mr. Buchanan had hardly gone out, when Mr. Sedling from McClymoat's mill opposite ran in and told him that the stables in the rear of the office were on fire. He had seen the bolt strike. It went through a ventilating cupola on the end nearest Stanley Avenue, and scarcely a minute later flames had broken out at the other end of the building facing John Street and some 200 feet away. The lightning had apparently run along the floor of the long loft along the scattered hay. The alarm was promptly run from box 61 and later from No. 123 at No. 6 fire station and the reel was promptly on the spot and had a stream playing on the John Street end of the loft, whence volumes of very dense, grey brown smoke from the burning hay was issuing. At the time the bolt struck three stablemen were in the stable on the ground floor near Stanley avenue. They did not know... They were told a minute later that the building was on fire. There were also several present who had gone in for shelter out of the rain.

Getting out the horses.

Immediately a rush was made to get out the horses. Of the 54 horses owned by the company, 35 were in the stable. The first few were got out easily enough, but as the fire increased, the smoke came rolling down through the hay holes from the loft and the remaining animals became excited. The halters were then hastily cut and they were driven out onto the street. One obstinately remained, but a bag being placed over its head, it was eventually got out. Within three minutes after the alarm every horse was out. They were placed for the time being in McCrymond's mill opposite [sic] the office. There was about five tons of hay in the loft all together and this was spread over the whole surface., the more easily to fire the various rack.

Fighting the fire.

The fire ran through this both ways and a few minutes after the bolt struck flames were breaking out in all parts of the loft. Fortunately the roof was tinned and this kept in the flames considerably.

No. 5 reel was the second to arrive and soon played a stream from Stanley Avenue. No. 3 followed quickly afterwards and began to play from the stable yard on the south side of the building. When the central hose arrived it took up a position in a lane running from John Street along the north side of the building. After about half an hour's hard work it was seen that the John street end was under control, but the flames increasing at the Stanley avenue end Chief Young sent for the big hose. This arrived at five minutes past four and had not been playing its heavy stream ten minutes before all danger was over. A few minutes previously the roof fell in in several places.

Gallantly done.

By a quarter to five the last vestige of fire had been extinguished. The brigade had fought the flames bravely. Chief Young exhibited the best judgment in his disposition of the streams. The firemen stood their ground well in the midst of the suffocating smoke. The fire did not get below the loft. The ground floor, beyond being flooded with water, was not damaged.

The stable at the John St. end was built this spring. On the ground floor were stored all the company's sleighs. These had been run out on to the street a few minutes after the alarm was run. If the fire had occurred a little later the loss of hay would have been much greater as the company was just beginning to lay in the winter's supply. There were two large oat bins in the loft, but all the oats were at McKay's Mill.

Notwithstanding the heavy rain there were a large number of spectators present who had been drawn from the city, by the excessive clouds of dense smoke that trailed in a southerly direction over the city.

Both President Keefer and Secretary Fraser were absent at the time of the fire, the latter being on his holidays.

The building had a peaked roof and the three large ventilators at the top gave a strong draft through the building and greatly stimulated the flames.

The building is fully insured.

The Service Stopped.

The cars did not run at night, the men being employed in cleaning up the stables so as to put the horses back. This was done and the horses all housed by 10 o'clock. The cars were running again this morning. Before stopping the company brought all picnics [sic] at Rockcliffe up to the city.

**29/08/1891** *Ottawa Citizen*

*Ottawa City Passenger*

The repairs to the street car stables at New Edinburgh are now complete except for the iron roofing.

**07/09/1891** *Ottawa Journal*

*Ottawa City Passenger*

The cars of the old street passenger railway were today gaily decorated with flags in honor of the labor day.

**07/10/1891** *Ottawa Citizen*

*Ottawa City Passenger*

The board of directors of the Ottawa City Passenger Railway met yesterday to arrange for the final transfer to the company of the right of way for the branch to Rockcliffe Park. It was also reported the directors took under consideration the adoption of the storage battery system upon the entire route. "The City Council has been petitioned," said one of the directors last night (rest illegible)

**09/10/1891** *Ottawa Journal*

*Ottawa City Passenger*

The Street Railway Changes Hands

Mr. T.C. Keefer sells Fifty Thousand Dollars worth of Stock to Parties Represented by A.J. Christie Q.C.

This is more than half the stock of the road.

Speculation that Ahearn & Soper had bought it but Soper denied this.

**16/10/1891** *Ottawa Free Press*

*Ottawa City Passenger*

A large load of hay upset on the horse car tracks opposite Fleck's foundry early this morning and occasioned much trouble and vexation on the part of the driver, a farmer from Nepean. This has always been a dangerous spot for passing horses as the rails are high above the level of the street and many vehicles have come to grief there.

**10/12/1891** *Ottawa Free Press*

*Ottawa City Passenger*

*Ottawa Electric*

At a few minutes to one o'clock today a collision occurred at the corner of Sparks and Metcalfe between an electric and a horse car. Both were so badly smashed that they had to be immediately taken to the car shops for repairs. The horse car, with one lady passenger, was going west along Sparks street, when it stopped at the crossing between Gravis' and Shillington's corners. Almost simultaneously with the arrival of the horse car, electric car No. 16 came along. It was moving slowly and had reached the nearest crossing on Metcalfe street before the driver of the horse car moved. The latter, seeing the danger, whipped up his horses, but was then too late, and both cars came together with a crash. The horse car was lifted clear off the rails, the axle of the hind wheels being bent, and the wood work on both cars smashed to pieces. The passengers were greatly frightened, but fortunately nobody was injured.

December 12 - Mrs. Alphonse Daford of 281 Sussex street, who was sitting in the horse car on Sparks street when the collision between it and the electric car occurred on Thursday, is under medical treatment. She is suffering from injuries to the head, lung and knee, and this morning was expectorating blood.

**19/12/1891 Ottawa Journal Ottawa City Passenger**

The City Passenger Railway Co. announces that in future American silver and nickels will be taken at par on their cars and sleighs. A similar practice prevails on the electric cars.

**28/12/1891 Ottawa Citizen Ottawa City Passenger**

Notice is given in the Canada Gazette that an application will be made by the "Ottawa City Passenger Railway Company" to parliament next session, for an Act to amend the Act of Incorporation of the said company, to enable it to extend its line of railway across the Ottawa River by way of the Union Suspension Bridge to, in and through the streets of the City of Hull, to use electric, pneumatic or other power upon its line of railway and cars for the operation thereof; to increase the capital stock and enlarge the borrowing powers of the company, to connect with the other companies and to change the name to "The Citizens Passenger Railway Company."

**09/03/1892 Ottawa Free Press Ottawa City Passenger**

The street railway busses now take Murray street for it from [sic] Sussex and proceed by way of Dalhousie street to and from New Edinburgh, the roadway being better on that route.

**20/04/1892 Ottawa Journal Ottawa City Passenger**

Now that the horse cars are on the tracks again, the company is continuing its service to Hull, two busses running from the car terminal in the arrival of each car. It is said the company's traffic to and from Hull has largely increased since the extension of the service. In the past many people who walked from Hull to the cars did not feel it worth while to ride the rest of the way.

**21/04/1892 Ottawa Journal Ottawa City Passenger Rockcliffe**

The Rockcliffe line of the City Passenger railway will be opened tomorrow.

**27/05/1892 Ottawa Free Press Ottawa City Passenger**

Board of Trade debate on the advisability of converting the horse railway to electricity - in favor of electricity.

**04/06/1892 Ottawa Free Press Ottawa City Passenger**

The appeal of the bus driver Butler, in the employ of the Ottawa Passenger Railway company against the decision of Magistrate O'Gara in the case of Ottawa vs. Butler, was argued on Thursday in Toronto, judgment being reserved. This is the case brought against the company for running busses over their route during the interval between the use of sleighs and the regular cars.

**05/07/1892 Ottawa Citizen Ottawa City Passenger**

The omnibuses running from the Chaudiere terminus of the horse street track to Main street, Hull, have a very rough road to travel, and invariably

**08/07/1892 Ottawa Free Press Ottawa City Passenger**

The street railway tracks along Sparks, Sussex and Wellington streets are being put in a line with those thoroughfares. Repairs are much needed near flecks' foundry.

**20/07/1892 Ottawa Citizen Ottawa City Passenger**

Rockcliffe is well patronized this weather by picnic parties. They go down on the horse car railway and enjoy themselves in the shade of the pines.

**27/07/1892 Ottawa Free Press Ottawa City Passenger**

The lad Filliman who was injured by the horsecar near the Sapper's bridge on Rideau street yesterday afternoon, suffered great pain last night.-- The boy claims that he asked the driver of the car to stop, but the latter claims he did not hear him. However, the spot is an extremely dangerous one, when the driver has to be extra careful in handling his horses on account of having to cross the electric tracks at one of the worst grades in the city.

**17/08/1892 Ottawa Free Press Ottawa City Passenger**

The horse cars of the Ottawa Passenger railway have been supplied with patent fare registers similar to the electric cars.

**30/08/1892 Ottawa Journal Ottawa City Passenger**

The City Passenger Railway Company have equipped their employes with official caps, and this departure, it is said, will soon be followed by a full uniform suit. The cars may go slow but the employes are going to look as fast at any rate as the electric laddies if they don't go the same pace.

**01/09/1892 Ottawa Free Press Ottawa City Passenger**

Work was begun last night on the New Edinburgh bridge repairs, but owing to the regular car service being in full traffic until nearly eleven o'clock and the mill teams commencing work at five this morning, very little progress was made with the work. It is expected that arrangements will be made to close the car traffic at an early hour tonight.

Arrangements have been made by which the street cars will not run over the New Edinburgh bridge after seven o'clock each evening until the flooring of the bridge is completed.

**02/09/1892 Ottawa Free Press Ottawa City Passenger**

The Ottawa Passenger Railway company has just purchased six horse cars from the Hamilton company and is buying teams for them from around Plantagenet. This addition will enable the company to give seven minute service. The cars this fall will be supplied with stoves from the electric cars, all the latter being heated by electric heaters.

**07/09/1892 Ottawa Free Press Ottawa City Passenger**

The horse car rails along Sparks street are again in a dangerous condition for vehicles. In some places they are several inches above the street level. This is particularly noticeable opposite the Russell House, where wheels are almost wrenched off every minute in the day.

**28/09/1892 Ottawa Free Press Ottawa City Passenger**

The Street Railway company are purchasing a number of horses for their New Edinburgh stables. The average term of usefulness for a horse on the road is from three to four years and they are principally supplied by farmers in the surrounding country.

**29/09/1892 Ottawa Free Press Ottawa City Passenger**

The Ottawa Street Passenger railway now issue transfer tickets to passengers travelling from the end of their line at the Chaudiere to Hull, as is done by the electric road.

**16/11/1892 Ottawa Free Press Ottawa City Passenger**

A wheel was wrenched off Mr. John Shepherd's wagonette while he and several friends were driving across Sapper's bridge yesterday evening. The party came to grief through the wheel catching in the car tracks, but beyond being bedaubed with mud no injury was sustained.

**17/11/1892** *Ottawa Journal* *Ottawa City Passenger*

The sleighs of the Ottawa street railway have been all fitted up with stoves and are waiting in the shed for the snow to fall. When the sleighs are run a service to Main Street, Hull will be run.

**05/12/1892** *Ottawa Citizen* *Ottawa City Passenger*

Sets out City's terms for substitution of electricity for horses -- amalgamation of OCPR and OER.

**03/04/1893** *Ottawa Journal* *Ottawa City Passenger*

The horse street cars were running on rails on 7 April last year but from the present appearance the first run on the rails will be much later this year.

**12/04/1893** *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa City Passenger railway have a large gang of men working on Sussex street cutting the ice from the tracks. They are making good headway on the tracks. The ice is dumped into the Rideau river off the bridge.

**13/04/1893** *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa Street Passenger Railway company have a gang of almost one hundred men at work removing the ice from the streets over which their line runs. Sussex street was cleared from ice yesterday and today the men have been engaged in clearing Sparks street. The company will abandon the running of busses tomorrow by which time the track will be so cleared as to enable the cars to run on the track.

**14/04/1893** *Ottawa Citizen* *Ottawa City Passenger*

The work of scraping the principle streets has been commenced and they already present a better appearance.

The ice is being removed from the streets on which the horse railway is operated, the Corporation doing the cutting and the Railway Company carting it away. In a few days the street will be clear.

**14/04/1893** *Ottawa Free Press* *Ottawa City Passenger*

The work of carting away the snow and ice on Sparks street was rushed this morning, and as there is no serious impediment on the remainder of the route the street passenger cars will be running tomorrow instead of the busses.

**17/04/1893** *Ottawa Free Press* *Ottawa City Passenger*

The ice having been removed from the tracks, the summer cars of the Ottawa Passenger Railway company began running today.

**20/04/1893** *Ottawa Free Press* *Ottawa City Passenger*

Last night, shortly before ten o'clock a man named Lawrence Murphy becoming rather noisy was ejected from a horse car on Sussex street. The car it seems was moving slowly at the time and the man, falling heavily rolled against the wheels of the car bruising and cutting him all along one side and crushing one hand severely. The ambulance was quickly summoned and arrived in a very short time opposite the Geological survey where the accident occurred. A large crowd collected in a few minutes and the man was soon on his way to the Water street hospital. Murphy's companion states that he had been drinking pretty heavily so he was not quite himself when he fell off the car. He was quickly sobered by the pain however which was very acute. Murphy hails from Templeton and he will be some time at the hospital. Some of the bystanders blamed the driver of the car but it is difficult to say whose fault it was as the man was intoxicated at the time.

It is learned later this afternoon that several of the man's ribs are broken and his thigh badly bruised. The thumb of the right hand has had to be amputated.

A leading solicitor was instructed today on behalf of the injured man, to enter an action for damages against the horse car company.

John Butler the driver of No. 13, claims that Murphy used foul language, demanded to be driven to questionable places and deliberately pulled the fare register repeatedly with both hands.

A friend of Murphy told the Free Press this afternoon that there were more than a dozen witnesses to affirm that the driver did not put on the brake when he ejected this alleged objectionable passenger, but he was going at a moderate speed at the time.

**29/04/1893** *Ottawa Citizen* *Ottawa City Passenger*

The public will no doubt be pleased to hear that an agreement has been arrived at for the conversion of the horse into an electric railway. Details of the agreement.

**02/05/1893** *Ottawa Free Press* *Ottawa City Passenger*

Inquest into the death of Murphy. Adjourned until Wednesday.

**02/05/1893** *Ottawa Citizen* *Ottawa City Passenger*

The Ottawa City Passenger Railway Company advertise in another column for 10,000 railway ties, immediate delivery.

**04/05/1893** *Ottawa Free Press* *Ottawa City Passenger*

Verdict of inquest into death of Murphy - he was pushed off the car by the driver when the car was in motion. Condemns the car company for not employing a driver and a conductor.

**25/05/1893** *Ottawa Free Press* *Ottawa City Passenger*

Work on the change of power for the Rockcliffe line commenced today. Busses will be used meanwhile, and when complete connection will be made with the New Edinburgh branch along Creighton street.

**31/05/1893** *Ottawa Free Press* *Ottawa City Passenger*

The new steel rails for the Ottawa Passenger Railway company's electric lines throughout the city are being distributed along the lines of the streets where the present horse cars run. The rails are very heavy steel ones.

**03/06/1893** *Ottawa Free Press* *Ottawa City Passenger*

New cedar and tamarack ties for the Ottawa city passenger railway and electric lines are still arriving at the C.P.R. station.

**27/06/1893** *Ottawa Free Press* *Ottawa City Passenger*

Work on relaying the of the tracks for the electric line on Sussex street is being rushed. Already the men have completed one track from New Edinburgh to Boteler street.

**29/06/1893** *Ottawa Citizen* *Ottawa City Passenger*

The City Passenger Railway company are rushing the work of changing the rails on their line and a gang of 100 men is employed and double track has been laid from Maclaren's bridge to Capt. Bowie's residence.

**04/07/1893** *Ottawa Free Press* *Ottawa City Passenger*

The City Passenger Railway company's new tracks for their electric line now extend from the New Edinburgh bridge to the Basilica.

**06/07/1893**     **Ottawa Free Press**                     **Ottawa City Passenger**

Today at noon, Mr. James Fraser, secretary treasurer of the Ottawa City Passenger Railway, was served with an injunction at the instance of W.H. Cluff which effectually puts a stop to the new track laying, and orders have been issued by the company to cease work. The relaying of the old horse car tracks had reached a point opposite the Basilica on Sussex street, and only required to be laid four blocks further to connect with the electric track on Rideau street. One hundred and twenty-five men are thrown out of employment.

Sec.-Treas. Fraser stated this afternoon that the work has ceased as the company was working under the new charter, but he supposed they could proceed under the old charter. He had, however, no legal advice from the company's solicitor, and could not say what action would be taken. His Worship Mayor Durocher was served with a similar document this afternoon.

**07/07/1893**     **Ottawa Citizen**                                     **Ottawa City Passenger**

There are 200 angry men in the city today, and if they come across certain well known citizens there will be a wrangle. They are angry because they were yesterday thrown out of work owing to the interlocutory injunction being granted by Judge Ross at the request of ex-Ald. Cluff and others restraining the companies and the city from doing any further work in connection with the change of motive power on the old railway until the application to set aside the agreement between the companies and the city is disposed of. The men quitted work at 4 o'clock and marched up town. There they met a couple of aldermen and asking them what they were to do, were referred to ex-Ald. Cluff. They thereupon marched to Mr. H. Cluff's store on Bank Street where they gave the proprietor some little annoyance.

**07/07/1893**     **Ottawa Free Press**                                     **Ottawa City Passenger**

Judge overturns injunction. Men returning to work.

**11/07/1893**     **Ottawa Free Press**                                     **Ottawa City Passenger**

Ties for the City Passenger railway lines throughout the city are arriving in large quantities from the Gatineau Valley. A pile of these ties now extends for about three hundred yards along the side of Broad street. Ald. Perking is superintending the work at the station. Car loads are coming down every day.

**21/07/1893**     **Ottawa Free Press**                                     **Ottawa City Passenger**

The City Passenger railway company commenced laying their trolley wires yesterday at New Edinburgh. The one day's work brought the trolley wire as far as the St. Lawrence and Ottawa station.

**24/07/1893**     **Ottawa Free Press**                                     **Ottawa City Passenger**

Building superintendent Hill of the Peterboro Bridge Co., arrived in the city this morning with four workmen and commenced operations on the MacLaren bridge over the Rideau at New Edinburgh for the street railway company.

**15/08/1893**     **Ottawa Free Press**                                     **Ottawa City Passenger**

The Street Railway company are rapidly disposing of their horses at good prices. They have sold most of them and all will go except sufficient for the few horse cars yet kept going. The company formerly owned 55 horses.

**23/08/1893**     **Ottawa Journal**     **Ottawa City Passenger**

Last days of the horse car.

The last, but in this case, not sad, act in the life drama of the old horse street car railway is now being enacted.

The horses that have heretofore trundled the old cars along are being rapidly sold off. When the full line was running the company owned 55 horses. Of these 25 have already been disposed of at prices ranging from \$25 to \$75.

More

**01/08/1894**     **Ottawa Free Press**                                     **Ottawa City Passenger**

The full provisions of the agreement of the two Electric railway companies took place today, this being the legal date of the amalgamation.

**25/09/1895**     **Ottawa Free Press**                                     **Ottawa City Passenger**

The piece of elevated track along Wellington street, from Bank street to the Dufferin bridge, was being removed yesterday, being of no further use to the railway company. The roadway will be put in the same condition as before the temporary line was laid.

**10/08/1899**     **Ottawa Journal**     **Ottawa City Passenger**                                     **Rockcliffe**

The new street railway extension to Rockcliffe is most popular. A number of excursionists daily take advantage of it, and fully appreciate the boon of the picnic ground at the other end.

**08/02/1902**     **Ottawa Journal**     **Ottawa City Passenger**

Article "In the days of the old horse car service". Shows a wood cut of the photo of the horse bus taken on Sparks Street.

The picture was taken March 10, 1892, the last year the horse cars ran, or rather walked, as was the case in the background of the picture is the old W.W. Brown block, afterwards burned and replaced by the handsome brick block occupied by T. Burns, C. Thorburn, A. McMillan and the Zlater Shoe store. As the data shows, the picture was taken in spring when the snow was covered with dirt and the street was full of prevailing ruts.

Much of the story is missing.

Has a list of the present conductors and motormen. Reminiscences etc.