

Local Railway Items from Area Papers - St. Lawrence and Ottawa Railway

08/09/1853 Ottawa Argus St. Lawrence and Ottawa

The two Railroad Companies, the Montreal & Bytown and the St. Lawrence & Ottawa have entered into an arrangement by which the latter company withdraws from the field and leaves the Montreal & Bytown line alone to be constructed.

08/04/1867 The Times, Ottawa St. Lawrence and Ottawa Sussex Street

We understand that the corporation are about to build a shed for the accommodation of emigrants, part of the expense should be contributed by the Government. The length of the building is to be 50 feet, by twelve wide, and divided into four compartments of twelve feet square fitted up with berth accommodations. It is supposed that for the present four compartments will be sufficient, as there are seldom more than that number of families here at one time. Under the new Confederation regime, however, we trust that it may soon be found necessary to erect more commodious buildings for the convenience of emigrants.

15/04/1867 The Times, Ottawa St. Lawrence and Ottawa Sussex street

You may visit all the cities and towns from Quebec to London, C.W. and you will not observe such a crowd of vagabonds met at any corner for the express purpose of mobbing and otherwise abusing the passer by, as at the end of the platform of the Ottawa Railway Station. They amuse themselves by calling all manner of filthy names, and throwing missiles at every one passing by, and when a female passes alone, she is sometimes taken by the arm by one or two of them and conducted a distance on her way.

We had thought the nuisance complained of had ceased with the appointment of a railroad policeman last summer.

10/03/1868 The Times, Ottawa St. Lawrence and Ottawa

The St. Lawrence and Ottawa Parliamentary Train.

We have been requested to state that this train will resume its regular trips on Wednesday the 11th inst. Leaving Prescott at 6:30 p.m. and Ottawa at 10:30 p.m. daily, Sundays excepted.

11/03/1868 The Times, Ottawa St. Lawrence and Ottawa Spencerville

The mixed train on the St. Lawrence and Ottawa Railroad, when near Spencerville, on Monday, ran over and killed a man named McCulloch, an employee of the railroad company. We have not learnt the particulars.

12/06/1868 Ottawa Citizen St. Lawrence and Ottawa

Testimonial from the staff of the St. Lawrence and Ottawa Railway (formerly Ottawa and Prescott) to James M. Taylor on the occasion of his returning to England.

21/01/1869 The Times, Ottawa St. Lawrence and Ottawa

Fire in Queens Printers or Desbarats Block --over this was the Ottawa & St. Lawrence Railroad Company's office.

25/01/1869 The Times, Ottawa St. Lawrence and Ottawa

We understand the directors of the Ottawa and St. Lawrence Railroad, whose office was in the Desbarats building, have placed at the disposal of the Ottawa Fire Brigade the sum of \$50 in recognition of their services at the late fire.

29/01/1869 The Times, Ottawa St. Lawrence and Ottawa

The safe of the Ottawa and St. Lawrence Railway Company was recovered yesterday. It was not opened, but there is reason to believe the contents are safe, from the facts that the paint is not burnt off, and some papers lying underneath are not even charred.

30/01/1869 The Times, Ottawa St. Lawrence and Ottawa

The safe belonging to the St. Lawrence & Prescott [sic] Railroad Company which was removed from the ruins of the fire was opened yesterday, when the papers and the money it contained were found alright.

01/03/1869 The Times, Ottawa St. Lawrence and Ottawa

A train left Prescott on Saturday morning for Ottawa, and notwithstanding all their exertions, had reached no further than about ten miles late in the afternoon. From this end forty men were sent out in the morning to clear the track, but had made little headway for the portions of the road they cleared in the morning were filled up afterward with the snow blown on the track by the wind. A train left on Saturday night at 8 o'clock, but finding it impossible to proceed, returned after an ineffectual labour of two hours.

03/03/1869 The Times, Ottawa St. Lawrence and Ottawa

The train which left Prescott on Saturday morning at 8 o'clock, reached the capital yesterday afternoon, about half past four, and was received at the railroad depot with joyful demonstrations. --

Leaving Prescott junction at eight Saturday morning with a single locomotive, a baggage and mail car, with two passenger cars and having on board about 70 passengers and half as many labourers, the train ran out in splendid style for a short distance, but very soon the "Col By" came to a stand still when out rushed the little army of shovellers headed by Messrs. Rose and Brydges. The track was cleared for a short distance, and then the snow plough was run out as far as steam could propel it against the huge snow drifts. Thus the fight went on all day, and till midnight, when a point had been reached three miles south of Kemptville. But as the storm had again set in with a high wind, it was found impossible to proceed, notwithstanding the track had been cleared during the day for fully two miles south of the Kemptville station. Finding the case was a hopeless one, some anxious spirits undertook to walk in to Kemptville, late on Saturday night, and from thence conveyances were sent out to relieve the snowbound travellers, but to no purpose, as the roads were found to be impassable. Consequently nearly all the passengers remained in the cars till Tuesday evening, when they were brought into Kemptville and comfortably quartered at the Sillect House and at Adam's Hotel. Here they spent the time pleasantly enough, if anything could be pleasant under such untoward circumstances, till early yesterday morning when the train mustered for a final assault. By noon a junction had been all but formed with the with the immense working party at this end of the road, consisting of some two hundred soldiers and about fifty others. In a very short time the belated train, which had been decorated with evergreens, pushed on to Gloucester station, where a hearty cheer from a large concourse of people greeted the tired travellers, who returned the welcome in good earnest. After a short delay in mustering the soldiers, the train came on in triumph, still bearing the evergreen decorations. In some places the drifts were fully twelve feet deep, and for miles the average depth of snow is something doubtful. It was a huge task to clear the track at this end of the road. It is quite possible that the train going south did not get through, for Saturday night's storm had filled the track from two miles south of Kemptville, after the belated train had passed over that portion of the road.

04/03/1869 The Times, Ottawa St. Lawrence and Ottawa

We are glad to learn that the Ottawa and St. Lawrence railroad is once more in working order. A train arrived here yesterday with passengers, and left again at two o'clock. They will in future be expected to run regularly till the next bad snow storm which, let us hope, will not be this year.

12/03/1869 The Times, Ottawa St. Lawrence and Ottawa

The train that left Prescott for this city on Wednesday morning, and which was expected to be detained by the snow storm till three o'clock in the afternoon of the same day, had not arrived last evening, and it was predicted that it would not come in until some time today; but at half past eight o'clock last night contrary to all expectations it arrived. It had made only about six miles in twenty-four hours. Last night at six o'clock it had made Billings Bridge. Every effort was made to clear the track but the work proceeded very slowly. The mails were brought in in the morning. The Hon. M.C. Cameron, Mr. Brunnell, and a gentleman named McGillivray were on the ill fated train, and all three succeeded in reaching the city by hiring sleighs. They are at the Russell House.

16/03/1869 The Times, Ottawa St. Lawrence and Ottawa

The snow storm and drifting hurricane of Sunday had the effect of once more rendering the Ottawa & St. Lawrence Railroad impassable. A hundred and fifty soldiers were sent on the road yesterday morning to clear it.

09/04/1869 The Times, Ottawa St. Lawrence and Ottawa

Considerable quantities of pressed hay are arriving almost daily by the cars, which will have the effect of checking the exorbitant prices demanded in the market, for which city buyers will be duly thankful.

22/04/1869 The Times, Ottawa St. Lawrence and Ottawa

The railroad is flooded for several miles from this city to a depth of from one to four feet. The train which should have arrived here at eleven o'clock, a.m. yesterday, was over two hours late, and all the other trains were cancelled. The water in the Rideau was very high, and was still rising.

23/04/1869 The Times, Ottawa St. Lawrence and Ottawa

The Ottawa & St. Lawrence Railroad is again in difficulty. The train which should have come in at eleven o'clock, a.m. yesterday, arrived at 12:30 p.m. at the Montreal road crossing. The passengers were brought in by the Russell House omnibus, which took out passengers by the same train, again returning to Prescott. Another train was to have left at 5 p.m., that the passengers might be got across the swamp at Kemptville before dark, and they were taken out to the crossing in the bus, but had to return, the road being impracticable. The authorities of the road hoped to be able to get through later in the evening, but were disappointed, and nothing remained but to cancel that as well as the later trains.

15/06/1869 The Times, Ottawa St. Lawrence and Ottawa Rideau River

As the ten p.m. train was coming in on Saturday, the cars, when near the Rideau bridge, passed over the arm of John Cunningham, junior of Cunningham's station. He had just returned from the shanty, and was going home in company with another person; and it is supposed that, being drunk, he lay down with one of his arms across the rail. He was discovered immediately after the occurrence and brought into town on a stretcher, and placed in the nunnery hospital --

21/07/1869 The Times, Ottawa St. Lawrence and Ottawa

The annual excursion of the Ottawa & St. Lawrence Railroad will take place today and tomorrow, one half going on each day; the first half accompanied by Gowan's brass and string bands, leave the station this morning at 5 o'clock; they proceed to Prescott, take boat to Perch Bay, land on Uncle Sam's side and spend the merry times as best they may. We wish them all the pleasure they desire.

13/08/1869 The Times, Ottawa St. Lawrence and Ottawa Sussex street

As the train was nearing the station yesterday morning, a boy was observed asleep on the track. The speed of the engine was lessened as soon as possible, but not in time to avoid the passing of the train over his body. The lad is about 15 years of age and is of French parentage. He was removed to the Catholic Hospital at once, and his injuries, consisting of several wounds about the head, and a severe fracture of the right arm, were attended to by Dr. Grant, in the absence of the Hospital Surgeon. The poor boy is subject to fits, and had just fallen into one when the train was arriving.

16/08/1869 The Times, Ottawa St. Lawrence and Ottawa Sussex street

Since the accident occurred to young Deroche on the railroad, we learn that there are several other boys who frequent that locality who are as much subject to epileptic fits as he was. The parents of such children should be careful to keep them as much as possible under their eye.

23/09/1869 The Times, Ottawa St. Lawrence and Ottawa Rideau river

As a train of empty ballast cars was backing slowly towards the Rideau Bridge yesterday morning, a woman came towards them, looking behind her, and apparently talking to another person at some distance. The brakes were put on, and the brakeman on the car called to her, but without effect; the bell of the engine was also ringing, but she paid no attention to anything, and before the cars could be stopped, she was struck and knocked down. It is fortunate that she is not fatally injured, but she was so much bruised that she had to be sent to hospital. The brakeman tried to save her by seizing her by the clothing, but her dress gave way in his hand, and his effort has so severely injured his wrist that he is unable to use it. The train had only begun to move a minute before the accident happened and could not have been going beyond a mile an hour. No blame can be attached to any but the unfortunate woman herself.

-arm amputated, one toe amputated, internal injuries -
It is said the woman was in liquor at the time.

23/09/1869 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Accident which very nearly resulted in loss of life near the St. Lawrence and Ottawa Railway station yesterday. Shortly after the arrival of the morning train from Prescott, a gravel train, which had been drawing gravel for a new siding, now in course of construction, backed down the track under the charge of Mr. McCullough, an efficient and trustworthy officer of the line. The train was a very long one, but going slowly, when a woman named Binet, living on one of the side streets, crossed McTaggart street and walked up the track towards the station. Didn't see the train etc.

02/10/1869 Almonte Gazette St. Lawrence and Ottawa Rossiter's

A horrible outrage was attempted on the Ottawa and St. Lawrence Railway on Monday night. Some fiend placed two poles upright in the centre of the Railroad track, between the ties in a culvert at a curve south of Rossiter's Station. Fortunately, the poles were discovered before any damage was done. The Company offer \$500 reward for the apprehension of the guilty parties.

04/10/1869 Ottawa Citizen St. Lawrence and Ottawa

St. Lawrence and Ottawa Railway
Five Hundred Dollars Reward
Notice

A Reward of \$500 will be paid for such information as will secure the apprehension and conviction of the person or persons who maliciously placed two poles upright in the centre of the Railway Track between the ties, in the Culvert, at the south curve of Rossiter's Station on the 27th September, instant, thereby causing serious damage to the property of the Company, and endangering the lives of the public and the Company's servants.

Thos Reynolds
Managing Director
Ottawa 28th Sept., 1869.

We understand that His Royal Highness Prince Arthur and suite will arrive by special train this afternoon at half past three o'clock. Mr. Reynolds, Managing Director of the St. Lawrence and Ottawa Railway Company, and Lieut. Col. Irvine leave town this morning to meet the Prince at Prescott, and escort him to Ottawa.

Preparations have been made on an extensive scale at the Ottawa railway station for the reception of His Royal Highness, who on alighting from the car of the Managing Director will be met by His Excellency the Governor General and staff, the members of the Cabinet, and an address will then be presented by the Corporation of the city, welcoming the illustrious visitor to the capital of the Dominion.

The ordinary platform has been extended to the freight shed, and a handsome arch and balustrade of evergreens encloses the whole space devoted to such of the public as may be admitted. The admission is, we learn, confined to the holders of tickets. The red cards are to be presented at the principal archway, and will afford entry to official personages, and the Mayor and corporation. The white cards are to be presented at the flight of steps which leads to the enclosures facing the dais, and by the cards of admission it is requested that the raised seats should be devoted to ladies.

The number of tickets issued amounts to about 600, and every care has been taken to avoid undue overcrowding and inconvenience.

We understand that it is further intended to provide a number of platform cars on a siding, north of the railway and that when the Prince and suite leave the cars, the train will be slowly backed out, so as to give those who occupy these platform cars a full view of the reception and proceedings. --

12/10/1869 The Times, Ottawa St. Lawrence and Ottawa Sussex Street

Full description of the arrival of Prince Arthur.

12/10/1869 Ottawa Citizen St. Lawrence and Ottawa

Arrival of Prince Arthur.

Preparation at the railway station.

From the end of the platform nearest the Rideau Bridge to that fronting on Sussex Street the station was lined all round with young evergreens and just below the passenger station a mammoth banner bore the inscription, in scarlet letters "God Save the Queen". The large space between the freight and passenger depot was completely railed for the occasion as the reception ground, and was surrounded by a series of arches covered in scarlet cloth and wreathed with evergreens.

Under one of these arches facing the track an entrance space was left where the door of the Royal carriage should stop, and almost opposite another similar space afforded the prince's exit from the platform. Over this latter point was erected an arch of unusual richness bearing in azure letters on a scarlet ground the mottoes Welcome to Ottawa and God Save Prince Arthur. Immediately adjoining the passenger station was erected the Royal Dais, covered with scarlet cloth, surmounted by a rich canopy covered and lined with the same brilliant material and surmounted by the Royal Coat of Arms. From the sides of the canopy were festooned rich draperies of bunting composed of the national flags. The back of the dais was also covered with scarlet cloth and suspended against which was a white silk banner, blazoned with the Royal Coat of Arms of England.

Much more

Rapidly the train approached the station, the driving wheels of the engine firing a royal salute by means of detonating signals placed along the rails, the last of which was arranged to explode just as the train ceased moving.

More.

24/12/1869 The Times, Ottawa St. Lawrence and Ottawa

A number of gentlemen forming a railway executive party, arrived in the city yesterday to experiment a new snow plough got up by Mr. Calvin Dame, superintendent of the locomotive and car branch of the St. Lawrence and Ottawa Railway. The snow plough, it is anticipated, will overcome any of the difficulties for which it is fitted.

31/01/1870 Ottawa Citizen St. Lawrence and Ottawa

After the 10th of next month the midnight sessional train will commence to make regular trips for the accommodation of Members of Parliament.

09/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau river

The track of the St. Lawrence and Ottawa Railway is flooded from the Montreal Road to the railway bridge. The Rideau River is rising rapidly and the remaining ice forms a sort of dam at the bridge which materially affects travelling on the Gloucester ?

11/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River bridge

The cars on Saturday moved no further than the Montreal (road?) crossing owing to the flood on the Rideau River.

12/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River bridge

The adieu of the ice on the Rideau River was a further injury to the railway bridge.

02/05/1870 The Times, Ottawa St. Lawrence and Ottawa

Mr. Luttrell, the new superintendent of the St. Lawrence and Ottawa Railway, was introduced along the line of the road on Saturday.

04/06/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River bridge

The St. Lawrence and Ottawa Railroad Company will have some forty men employed on Monday next raising the grade of the track one foot higher for half a mile along the Rideau River commencing near Mr. Satchell's residence. The work will be done under the superintendence of the able roadmaster, Mr. Ronaldson.

12/07/1870 The Times, Ottawa St. Lawrence and Ottawa Sussex Street

The St. Lawrence and Ottawa Railway have undertaken to fill up the land near the depot in consideration of the privileges granted them on McTaggart Street. The nuisance will be - week. Gravel trains are to be - requisition for the speedy execution of the undertaking.

The St. Lawrence and Ottawa Railway have in course of erection a depot for coal oil near the corner of Dalhousie and McTaggart streets. A slide from the track will enable the employees to unload before coming to the main depot and thus avoid the disagreeable consequences of a close proximity of coal oil with other articles of commerce.

14/09/1870 The Times, Ottawa St. Lawrence and Ottawa

Three trains will run henceforth, commencing today on the St. Lawrence and Ottawa Railroad. We understand the third train is to run at night.

20/09/1870 The Times, Ottawa St. Lawrence and Ottawa Nation River

A new bridge over the Nation River at Spencerville is being built by the St.L.& O. to replace the old one.

28/09/1870 The Times, Ottawa St. Lawrence and Ottawa Sussex Street

The frog pond is filled up and the St. Lawrence and Ottawa station looks better. A permanent side track is laid across it for the use of wheat cars.

13/10/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River

The piers of the Ottawa and Prescott Railway bridge damaged by the ice last spring are being repaired.

15/10/1870 The Times, Ottawa St. Lawrence and Ottawa

We have learned with pleasure that Mr. Reynolds is having a new car constructed at Prescott for the St. Lawrence and Ottawa Railway, on the same principle as the Pullman car. The cost of the new car is estimated at from ten to twelve thousand dollars.

29/10/1870 *Almonte Gazette* *St. Lawrence and Ottawa*

The receipts of the St. Lawrence & Ottawa Railway for September show a gratifying increase over the corresponding period of 1869. last year they amounted to \$9,580, this year to \$13,559

04/11/1870 *Globe and Mail* *St. Lawrence and Ottawa* *Gauge change*

The St. Lawrence and Ottawa Railway company are making arrangements for a supply of "change gauge cars" for the carriage of heavy western Freight to the east and Ottawa. A pioneer car of this description was loaded with pork in barrel at Chicago on Saturday, and arrived at Ottawa on Wednesday without breaking bulk. It was a narrow gauge car when it left Chicago; it was widened on connecting with the Grand Trunk; on arriving at Prescott Junction it was again narrowed by a "pit" provided for the purpose; and then on to Ottawa, to be unloaded and make a return trip in a similar manner.

05/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Sussex Street*

The frog pond at the St. Lawrence and Ottawa station at present affords amusement to young boys in the vicinity. They have constructed a number of rafts and occasionally engage in naval skirmishes.

08/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa*

We understand another locomotive is about being purchased for the St. Lawrence and Ottawa Railroad.

30/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Sussex Street*

We believe the St. Lawrence and Ottawa Railroad Company will have a new locomotive and a new first class car running on their track shortly.

The St. Lawrence and Ottawa Railway Company are improving their grounds generally at the Ottawa station. They have run a drain through what was popularly known as the frog pond and a large platform is being built on the western side of the freight shed.

15/12/1870 *The Times, Ottawa* *St. Lawrence and Ottawa*

St. Lawrence and Ottawa Railway. Grand Trunk passengers from the west may rely upon making sure connection at Prescott with trains of the St. Lawrence and Ottawa Railway, which under any circumstances, wait the arrival of the Grand Trunk trains.

16/12/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

The Taunton locomotive and new car will be placed on the St. Lawrence and Ottawa Railway track on the 20th instant, and we believe the event will be celebrated by a dinner. The car will be entitled "The Ottawa" and the engine "Lady Lisgar".

02/01/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

Notice is hereby given that the St. Lawrence and Ottawa Railway Company have this day withdrawn the Duplicate Plan and Book of Reference of the proposed extension of the line of the said Railway, under the authority of Vic Cap. 20, deposited on 7 July last in the office of the Department of Public Works, in the City of Ottawa, and the copies thereof in the office of the Clerk of the Peace in the County of Carleton and in lieu thereof have this day deposited in the office of the Department of Public Works in the City of Ottawa duplicate map or plans, and book of reference of the proposed extension of the Line of the said Railway, under the authority of 31 Vic., Cap. 20, and of its course and direction, and of the lands intended to be passed over and taken therefore, as far as ascertained and have also deposited copies of such Map or Plan and Book of Reference in the office of the Clerk of the Peace for the County of Carleton.

THOS REYNOLDS

Managing Director

11/01/1871 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

A large and powerful engine names "Lady Lisgar" arrived on Saturday at Prescott Junction for the St. Lawrence and Ottawa Railway Company. The new engine went to the junction yesterday afternoon and will bring out its first train today. Such a valuable acquisition to the rolling stock of the company is good proof of the large and increasing business the company is doing under its present efficient management.

13/01/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

A gentleman who was a passenger on the St. L. & O. Railway train when the man fell off the other day, has given us a gratifying account of the carefulness, and humanity displayed on that occasion by the conductor, Mr. Daniels. The company is fortunate in having such an officer.

08/02/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

We take pleasure in directing attention to the new arrangements in the running time of this well conducted road. Sleeping cars will begin running on Monday next with the train leaving Ottawa at 10.30 p.m. and on the train leaving Prescott at 1.50 p.m. which will be a great advantage and comfort to the travelling public. During the present month the mail train will leave Prescott Wharf for Ottawa at 5.45 a.m. and the express at 4.20 p.m.

13/02/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

It will be seen by the new time table of the St.L. & O.R.R. that four trains will be run daily on that line during the session, a special train being put on for the convenience of the public. This accommodation train, which connects with a corresponding train leaving Montreal at 8 p.m. will arrive at Ottawa at 8.30 a.m. It comprises a comfortable car fitted with sofa sleeping berths and to which only persons holding first class tickets are admitted. The train commences running today.

16/02/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Manotick water*

The St. Lawrence and Ottawa Railroad are building a new station at Manotick, which will probably be fit for opening in a week or ten days. Water tanks are being put up and the Gloucester station, with its tanks, will be discontinued. We further understand that it is in contemplation to run a line to Manotick village, a distance of three miles. When this shall be done, Manotick, with its mills and factory now in operation, will become a place of importance.

18/02/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Billings Bridge*

The morning train from Prescott ran off the track near Billings Bridge and the passengers had to be brought to the city in sleighs. It was expected the train would be got on the track again before three o'clock this afternoon.

04/03/1871 *The Times, Ottawa* *St. Lawrence and Ottawa* *Manotick*

Rossiters will cease to be a flag station on and from 8th March and trains after that date will stop by signal at the new Manotick station on the town line between Gloucester and Osgoode.

25/03/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

A new and comfortable second class car has been placed on the Ottawa & St. Lawrence Railroad for the accommodation of passengers.

03/04/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

The O. & St. L.R.R. Company have commenced to build their branch track to the Chaudiere, and are now constructing the abutments of their bridge where the road crosses the Rideau. The branch will be completed about the middle of summer.

25/04/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

The O. & St. L. R.R. Co.'s new locomotive Lady Lisgar brought in from Prescott a train of 27 loaded cars, and one hundred and thirty passengers, yesterday morning.

29/04/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

Mr. Luttrell of the St. L. & O. Railway left town yesterday after making arrangements with the wholesale merchants of this city for heavy shipments of goods for the west. The freight will be sent without transshipment on change-gauge cars.

17/05/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Ottawa*

The largest train of cars that ever came into this city arrived on the St. Lawrence & Ottawa road by the locomotive "Lady Lisgar" yesterday morning. It consisted of three passenger cars containing 68 passengers, the usual baggage and post office cars and 30 grain cars, each of which was loaded with 350 bushels of wheat making in all 10,500 bushels.

Also carried by the Kingston British Daily Whig on 19 May 1871.

18/05/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

Seventeen cars laden with lumber were dispatched yesterday for Boston, to be delivered without transshipment via the St. L. & O. Railway.

19/05/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway is rendering excellent service just now to our business men and the management are richly entitled to the gratitude of the public. As an instance of the despatch with which freight is forwarded, we may mention that on Friday last the schooner Montpelier arrived at Prescott with 16,000 bushels of wheat for Mr. H. McCormick of this city, the whole of which was delivered on Saturday. On Saturday evening the steamer Jessie Drummond arrived at Prescott with 20,000 bushels of wheat for Messrs. Young, Bronson & Co. The wheat was discharged and placed on board the St. Lawrence and Ottawa freight cars and delivered in Ottawa to the consignees on Monday afternoon. We question if another small road could be found in Canada which could excel this for despatch. While such excellent management prevails, and the convenience of the public is attended to so well, there is little doubt that we shall continue to have the pleasure of recording a steady increase in the receipts of the St. Lawrence and Ottawa Railway.

24/05/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

Last night as the 10.30 p.m. train left the St. L. & O. depot with a fashionable marriage party on board, a parting salute of about five firecrackers bid the happy couple good bye.

06/06/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

The locomotive "Lady Lisgar" yesterday brought to this city seven car loads of English rails to be laid on the branch line from above Billings Bridge to the Chaudiere on the St. Lawrence and Ottawa Railway. It is calculated that the branch line will be open for traffic about the middle of September.

08/06/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

Six car loads of railway iron, to be used on the St. L. & O. branch to the Chaudiere, arrived at the station yesterday.

05/07/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

The excursion to Ogdensburg on the St. L. & O. was largely patronized yesterday. Two trains were crowded with excursionists, who no doubt, enjoyed a pleasant day on Yankee soil.

14/07/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

John O'Neil, engineer on the St. Lawrence and Ottawa Railway died suddenly on Saturday evening in Prescott. He ran his engine to Prescott and died there about an hour after his arrival. His remains were brought to Ottawa by special train yesterday. He was married and leaves a wife and two children to mourn their loss. He was very industrious and was esteemed by a large circle of friends who will lament his untimely death. It is said he died of Canadian cholera, though we have not been satisfied to the truth of this statement. His funeral took place yesterday and was very largely attended.

26/07/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

The O. & St. L. R.R. are rushing business just now in a commendable manner. Yesterday morning's train consisted of nineteen cars, loaded with seven thousand four hundred and ninety-three bushels of wheat, besides passengers and general freight.

28/07/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

Business is expected to commence on the Chaudiere branch of the St. L. & O.R.R. in October.

05/08/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

Chaudiere Junction.

The Chaudiere branch of the Ottawa and St. Lawrence Railway, the construction of which was undertaken last May by Messrs. Gibson and Dickson, contractors, is now fast approaching completion and will be ready for traffic about the middle of October.

THE DEPOT

from which the branch commences is situated on Smith's farm, about six miles from the Ottawa station, and is called the "Chaudiere Junction". From this junction the track is run straight across several farms between there and the Rideau River, and crosses the Long Island road about one mile beyond Billings' Bridge. It then crosses the Rideau River and follows the valley down through Mr. Kennedy's farm, crossing the canal a short distance below Hartwell's Locks by means of a

SWING BRIDGE

The course is then direct, passing close to St. Louis dam, through Mr. John Clarke's farm and across the Richmond Road near the small creek at Mr. Mallock's place. It then runs parallel with the tracks of the Canada Central straight through to Broad street. The route was selected by Mr. Wise, the Company's Engineer, and is about the best that could have been decided on. The engineering difficulties to contend against are not great, and although there are some heavy cuttings they have all been made through clay banks and require no blasting.

THE GRADING

which is nearly completed, has given employment to about 150 men all the summer and the work force is to be increased to 200 next week. There are a number of gullies on the route, and they have taken considerable filling, some of the culverts being as much as 200 feet in length and the embankments forty feet in height. Billing's Creek is crossed by means of a Howe truss bridge 100 feet long and 25 feet in height, built of heavy timbers on cedar posts. The bridge across the Rideau will be a very solid piece of work as the abutments are of stone, and will contain 1,500 yards of masonry, the wood work being composed of 105,000 feet of lumber.

THE TRACK

when completed, will be a capital one, as the rails will be jointed with the new fish-plate, or scabbard joint as it is called, and the branch will be one of the best constructed pieces of the whole Ottawa and St. Lawrence road.

THE COST

is estimated at between twenty and twenty-five thousand dollars per mile, the track being nearly five miles in length.

The branch will be a very great convenience to lumbermen, and as it is the shortest route to the St. Lawrence, it will no doubt be extensively patronized.

THE STATION

for the present will be at Broad street, but it is evident that eventually the track will be pushed further in towards the Chaudiere, and some spot nearer to the centre of the city that the one now in use will be chosen for a passenger station.

It is a pleasure to record such enterprise as these, as they not only reflect credit on the persons connected with them, but also enhance the value and general prosperity of the city.

09/08/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The 11 o'clock train yesterday started in the midst of the storm. There were a large number of passengers and it was "as good as a play" to see them get aboard.

18/08/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The engine "St. Lawrence", employed at the St. Lawrence and Ottawa Railway Depot for local purposes, yesterday broke a connecting rod and has been set aside for repairs.

25/08/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

St. Lawrence and Ottawa Railway - It is stated that the branch line of this railway running to the Chaudiere, will be completed, and in running order, by the 1st of November.

25/08/1871 Almonte Gazette St. Lawrence and Ottawa

The branch line of the Ottawa and St. Lawrence Railway which is to cross the Rideau Canal and tap the Chaudiere region is fast approaching completion.

26/08/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A car ran off the track at the St. Lawrence and Ottawa Railway station this morning. There was no damage done.

01/09/1871 Almonte Gazette St. Lawrence and Ottawa

Much damage was done in the Ottawa district, and especially along the line of the St. Lawrence and Ottawa Railway, by the terrible storm of the 24th.

27/09/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A breaksman named Wm. Nead employed on the St. L. & O. Railway had his right hand badly crushed between the bunters on the cars at the station last night.

06/10/1871 Ottawa Free Press St. Lawrence and Ottawa

There was a new car on the Prescott train yesterday, which for elegance of finish, and comfort, is ahead of anything on this line hitherto. Mr. Dame, who constructed these things for the company, has another nearly finished at the works at Prescott, which will be put on the road in a few days and is intended to eclipse any ordinary car in Canada.

06/10/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

The Branch of the St. L. & O. Railway is now graded within a few rods and ready for laying the rails. The swing bridge over the canal is now completed and it is probable the first train will pass over the extension before the end of the present month.

07/10/1871 The Times, Ottawa St. Lawrence and Ottawa Chaudiere

The branch of the St. Lawrence and Ottawa Railway to the Chaudiere is now very nearly all graded and ready for laying of the track. It is probable trains will run over it within a month from the present time.

Also Advertisement.

St. Lawrence and Ottawa Railway

Cedar Posts Wanted

1,000 cedar posts wanted immediately delivered at the RICHMOND ROAD CROSSING of the Chaudiere branch of the St. L&O.

To be thirteen feet long and not less than six inches diameter at the small end; to be straight and sound.

Flatted cedar also wanted,

Tenders to be addressed to the Engineer's Office, Ottawa Station.

10/10/1871 Ottawa Free Press St. Lawrence and Ottawa White Bridge

The bridge at the Chaudiere section of the St. L. & O. R.R. intended to cross the Rideau river was commenced yesterday morning, and will be rapidly proceeded with. The remaining pier of the two centre piers was completed last night.

11/10/1871 The Times, Ottawa St. Lawrence and Ottawa White Bridge

The construction of a bridge across the Rideau River for the Branch of the St. L. & O. R to the Chaudiere has been commenced and will be proceeded with, with despatch,

12/10/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere Junction

Mr. R.R. Dowsley, late train dispatcher of Prescott Junction, today entered upon his duties as station agent at the Chaudiere Junction.

12/10/1871 Ottawa Citizen St. Lawrence and Ottawa

St. L. & O. Railway - of this road the Prescott Telegraph says: - We are glad to learn that this road still continues to do an increasingly prosperous business. During the last month the earnings of the road reached \$108 per mile per week which is the largest amount yet attained. When the branch line is completed to the Chaudiere mills, and it is expected that it will be in another month, the business of the road will be still further very largely increased. It is calculated that 20,000,000 feet of lumber will be brought over the road to Prescott during the forthcoming winter and the handling of this vast quantity of material will give employment to many additional hands. The management deserve to be congratulated on the success that has attended their energetic endeavors to build up the business of the line by enlarging its capacity and increasing its facilities.

16/10/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere

The contract for building the Chaudiere engine house has been given to Mr. Palen.

18/10/1871 Ottawa Citizen St. Lawrence and Ottawa

The employees of the St. L. & O. Railway looked like "Angels wreathed in smiles" yesterday afternoon. It was pay day.

31/10/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

The railway station for the extension of the line of the St. Lawrence and Ottawa Railway to the west end of the city is in course of construction and will be completed in a few weeks.

01/11/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere

The Chaudiere branch of this road is being rapidly completed. Workmen are engaged in erecting a new freight house and the platform for the passenger station has been completed.

04/11/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A smash up occurred at the St. L. & O. Railway Station yesterday. As the morning freight train came in, the axle of a freight car, loaded with flour, having got sprung, it tore up the track and threw the car in the ditch, smashing it badly. It was very fortunate the accident did not occur when the train was at full speed.

07/11/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

The car thrown from the track at the Lower Town depot the other day has been remounted and put in running order.

Cars belonging to the National Car Company are at the St. Lawrence and Ottawa Railway depot, being loaded with beds, mattresses and bedsteads from Whiteside & Co.'s establishment, to be sent through to Chicago without transshipment.

09/11/1871 Ottawa Citizen St. Lawrence and Ottawa

Large cargoes of grain and fruit are laying at Prescott awaiting shipment to this city.

Two cows were run over by the night train on the St. L. & O. Railway last night, at the other side of Kemptville.

09/11/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere

The branch portion of this line is now making long and rapid strides towards completion. We hear the truss bridge is to be finished within the next two or three days. The station house (Chaudiere) will be commenced today and we may safely hope to see the line opened about the latter part of December.

10/11/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A train of about 30 cars arrived at the St. Lawrence and Ottawa Railway depot, this morning, laden with grain from Prescott.

20/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

Mr. Ronaldson, roadmaster of the St. L. & O.R., commenced the ballasting of the Chaudiere branch today.

20/11/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

Traffic on the St.L. & O. is unusually large at present, so much so that there is scarcely rolling stock sufficient to accommodate it.

23/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Kemptville*

A car loaded with general merchandise ran off the track at Kemptville this morning. The accident was caused by the rails spreading, and was soon repaired, without any damage being done.

24/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Chicken and other fowl in the neighbourhood of the St. L. & O. RR., station are casting melancholy glances at the progress of the Chaudiere Branch. The grain depot will be removed to the Chaudiere end, when that line is completed.

25/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Gloucester*

A man employed attending a circular saw for cutting wood at Gloucester station, St. L. & O. Railway, had his left hand frightfully lacerated by the saw yesterday.--The flesh was torn from all the fingers and the bones cut and broken in several places. He will probably lose the use of his hand

25/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The new branch of the St. L & O. R. is nearly finished and is expected to be open for traffic on the 1st of December.

27/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

A special train on the St. L. & O. Railway left town yesterday with a railway deputation, which arrived in this city on Saturday from the States

02/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

Two hundred flat cars will be placed on the line of the St. L. & O. R.R. during the winter. Ten are now being loaded with lumber by Mr. Booth, of the Chaudiere. They are built of the best white oak, and in many respects on entirely new principles, especially for lumber carriage.

02/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

We understand that Mr. Reynolds has made arrangements for conveying the lumber from the Chaudiere on an extraordinary scale. Two hundred new flat cars will be on the line during the winter, ten of which are at the depot now loading by Mr. Booth. The cars are on a new principle, and are far superior to anything we have seen on this line. The old style of friction plates are done away with, and the car now rests on four large iron balls set in cups much larger, and placed in the position formerly occupied by the friction plates. These cars were made in Vermont of the best white oak and have all the most modern appliances. The energy displayed by the company in opening the Chaudiere trade is highly commendable.

04/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The Chaudiere branch was placed in a position for laying the rails this afternoon.

06/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The opening of the Chaudiere branch for traffic will take place on Monday next. A grand demonstration among the lumber kings is whispered.

07/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The new branch of the St. L. & O. R.R. is completed. The agent (Mr. Burke) will commence business on Monday. His courteous manners will, no doubt, be appreciated by the people of the Chaudiere.

07/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

The first train will run over the Chaudiere branch of the St. Lawrence and Ottawa Railway on next Saturday.

08/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

St. Lawrence and Ottawa Railway Advertisement.

The public is respectfully informed that this Company's Extension to the Chaudiere will be ready for freight traffic, on Wednesday, the 13th Dec. inst.

The Depot ground is situated on the Richmond Road at the corner of Broad Street, and opposite to Rochester's Brewery. Early notice for flat cars for lumber &c to the agent at either of the Company's stations in Ottawa is required.

Inward freight will be brought to either station, at the option of the owner. Merchants will therefore be pleased to notify shippers to consign goods either to "Sussex Street" or "Chaudiere Station" via Prescott Junction.

Early intimation will be given of the completion of arrangements for passenger business.

THOS. REYNOLDS

Managing Director

Ottawa, Dec. 8, 1871.

09/12/1871 *Canadian Illustrated News* *St. Lawrence and Ottawa* *White bridge*

St. L. & O. Railway Bridge across the Rideau River.

The extension to the Chaudiere of the St. Lawrence and Ottawa Railway, intended to facilitate the events lumber trade carried on at and in the immediate vicinity of the city of Ottawa, necessitated the building of another bridge across the Rideau, as well as the construction of a lateral branch from the main line, commencing some miles south of the Ottawa terminus. The works, we believe, and now all but completed, and will be immediately opened for traffic. The new bridge is constructed on the "Howe truss principle and rests on solid and substantial stone piers. It is about five hundred feet long and is intended to carry the trains on the upper chord. The Chaudiere branch crosses the Rideau River upon this bridge just below the rapids, and not far from the lock on the Rideau Canal, known as Hartwell's Lock. There is also a swing-bridge across the canal, and these are the only bridges required on the extension. Between the two bridges a small embankment is constructed to connect them.

The running of this, the only branch of the St. L. & O. Railway, will be of great advantage to the company by the increase of traffic it will bring to the road, and of still greater advantage to the Ottawa lumber interests by the vastly greater facilities it will give for reaching the American markets. No doubt the lumber trade between Ottawa and the eastern states will soon swell into much larger proportions than at present through the influence of this line, as it saves the expense of loading and unloading - an expense which adds a good deal to the cost of transporting lumber. The cars will be loaded at the Chaudierer, and, running over the line to Prescott, will thence be ferried across to Ogdensburg, whence, being constructed for the American gauge of track, they may be moved over any of the roads connecting at Ogdensburg, without once "breaking bulk," or unloading and reloading. Fortunately for this trade the St. Lawrence River, at the point of crossing, is open all the year round, so that even in the severest winters it would experience no no stoppage from the ice. The effect of this will be to give a steady a character to the lumber trade of the Ottawa.

The extension to the Chaudiere of the St. Lawrence and Ottawa Railway, intended to facilitate the immense lumber trade carried on at and in the immediate vicinity of the City of Ottawa, necessitated the building of another bridge across the Rideau, as well as the construction of a lateral branch from the main line, commencing some miles

south of the Ottawa terminus. There is also a swing-bridge across the canal, and these are the only bridges required on the extension. Between the two bridges a small embankment is constructed to connect them.

11/12/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

A locomotive was over the St. Lawrence and Ottawa Railway extension to the Chaudiere for the first time on Saturday last. The people of Rochesterville knew the fact by the unearthly whistling in which the engineer indulged.

15/12/1871 The Times, Ottawa St. Lawrence and Ottawa

Mr. Birmingham will sell at the Union House at one o'clock on Tuesday the 19th inst. sixteen large and valuable draft horses, imported specially to work on the Chaudiere branch of the St. Lawrence and Ottawa Railway now finished. They are allowed to be the best working horses in this part of the country, having cost over \$500 a team. They are favourably known to many gentlemen, in the city, and very fine working horses, fit for contractors, farmers or lumberers. They will be on view at the Union House stables on Monday the 18th inst.

16/12/1871 The Times, Ottawa St. Lawrence and Ottawa Chaudiere White Bridge

With unusual quietness and entirely without the declamation which is now so often inseparable from even questionable projects, a work of vital importance to Ottawa became a matter of practicable use on Wednesday last the 13th instant. To our minds it is a wonder that it has been so long delayed. Generally, however, after a time, the necessities of life speak for themselves, and if interests and intrigue are for the moment more powerful than policy and judgment the pressure comes eventually to extract attention and what could have been done at first easily and naturally has to be effected at a later period at an increased cost. Thus we have the double problem of money uselessly and unprofitably spent and for that which was unnecessary, side by side with the improvement which has exacted completion at an increased cost beyond what might have been entailed.

We allude to the lately constructed five miles of line which the sagacity of Mr. Reynolds has successfully urged upon the attention of the English shareholders. The branch now starting from the Chaudiere now brings the manufacturing interests of Ottawa in direct communication with the waters of the St. Lawrence at the important point of Prescott, without break of gauge and with change of gauge via the Grand Trunk at Prescott Junction there is now unbroken line to Boston, New York and Montreal.

More.

The misfortune has long been seen that the requirements of those who then controlled the location and made the line terminate in New Edinburgh, were specious and special rather than sound and general. The real passenger station of the railway should have been to the rear of the Russell House, while the branch opened on Wednesday should in reality have been the key note of the original scheme and indeed ought to have been opened before anything else.

More

Work began last April and is now available for traffic. Trains run over it regularly. Opened unostentatiously, its merits brought it into immediate note. The location was a matter of some difficulty for the Rideau River and the artificial water of the Canal basin had to be crossed. The former is taken by four spans of 100 feet of ordinary Howe truss on stone piers and abutments. The later by a draw of about 115 balance spans which in itself is a model of ease and grace. Few, looking upon the apparently slight structure would consider that it was marked by the strength and solidarity which distinguishes it. Of course the timber of both structures is among the cleanest and best we have ever looked upon. It would be strange if it were not so in Ottawa and Mr. Tivvy, the superintending carpenter, has selected the very best of material, which he has placed in form in the best of condition and with the best of work, to show how worthy a disciple he is of old John Tredgold. The designs are by Frederick Wise, Esq., the engineer of the line and that gentleman may have the satisfaction of knowing that he has given the city an additional ornament to its environs worthy with the landscape in which it is placed, of a drive to look at. The more onerous and trying work, that of putting the roadbed in shape has not much general interest about it, except possibly in the struggles of those who had to carry out the contracts last season, a matter of great difficulty, which was performed by Messrs. Dickson and Gilson in the most satisfactory manner.

We do not overrate in any way the importance of this connection, when we say that it will have the strongest influence upon the trade of the city, through the lumber and other manufacturing interests. So far as the railway itself is concerned, this branch will have a direct influence upon its future well doing. And as the reality is ushered to the worldly simple prosaic intelligence that the line is open to traffic, so on the other hand, it has been constructed without any bonuses.

22/12/1871 The Times, Ottawa St. Lawrence and Ottawa Chaudiere

Breakdown at the Chaudiere station of the St. Lawrence and Ottawa yesterday morning the axle of one of the cars gave way. The accident can only be the result of the severe weather. It was fortunately attended with no serious injury and could not have been guarded against by the most extreme vigilance.

Also reported in the Citizen for 21 December 1871.

29/12/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Shooting rats in a dark cellar at the Lower Town Railway Station was the amusement indulged in by a gentleman yesterday. His gun was an old fashioned flint lock. The doctor says there is a slight chance of saving a portion of his nose and one eye.

07/01/1872 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

Last evening as the 10 o'clock train was leaving from the St. L. & O. Station, Lower Town, it was discovered that the sleeping car was on fire. The train was at once stopped and the fire, which had originated in the roof from the stovepipe, was soon extinguished. Some damage was done to the handsome interior of the car.

08/01/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A special train on the St. L. & O.R.R. arrived here from Prescott last night with freight and passengers who missed the train on Saturday.

09/01/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Large trains of western pork, wheat and other grains have arrived here by the St. L. & O. Railway today and yesterday.

17/01/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

As the 10 o'clock train in the St. L. & O. Railway was leaving the Lower Town Station last night, the sofa car was discovered to be on fire. The train was stopped and the flames quickly extinguished, before much damage was done. The accident was caused by the car boy making up too great a fire in the stove, by which the flames communicated to roof by the stove pipe.

20/01/1872 Ottawa Free Press St. Lawrence and Ottawa Spencerville

A young man named Stitt, at the time of his departure, agent for the St. L. & O.R.R., at Spencerville, recently took a trip to California for the good of his health. He took with him about \$1,200 worth of other people's property. A good deal of interest is manifest in his whereabouts.

22/01/1872 Ottawa Free Press St. Lawrence and Ottawa

A number of the Canada Rolling Stock Company's handsome cars, left the St. L. & O. R.R. Depot here this morning, for Chicago and other western points.

14/02/1872 Ottawa Citizen St. Lawrence and Ottawa locomotive

A new locomotive has been ordered for the St. Lawrence and Ottawa Railway, to be named "Lucy Dalton", as a mark of respect to Lady Lisgar's niece.

15/02/1872 The Times, Ottawa St. Lawrence and Ottawa locomotive

A new locomotive has been ordered for the St. L. & O.R. It will be named "Lucy Dalton".

17/02/1872 Ottawa Citizen St. Lawrence and Ottawa

St. L. & O. Railway - No. 3 and No. 6 trains on this road were cancelled today on account of delays on the Grand Trunk. No. 1, or the 4 o'clock, brings the passengers through to this city.

27/02/1872 Ottawa Free Press St. Lawrence and Ottawa locomotive

The engine "St. Lawrence" fyled her appearance here yesterday morning at the depot of the St. L. & O. R. having been completely rebuilt by Mr. Dame, the superintendent of the machine works. She presents a really fine appearance and we are informed by the engineer that she is just as good as she looks.

28/02/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

A very handsome steam engine arrived at the St. L. & O. depot this morning consigned to Mr. McLean of Riceville.

06/03/1872 The Times, Ottawa St. Lawrence and Ottawa Chaudiere Junction

The train on the St.L. & O. Railway due here at 9.30 a.m. did not come in until 9 o'clock at night. The drifts along the line were very heavy and at the Chaudiere Junction the snow plough ran off the track, causing a delay of four hours to put it on again. No other trains from Prescott reached Ottawa yesterday. Only one train, that of 1 p.m. left Ottawa for Prescott.

06/03/1872 Ottawa Citizen St. Lawrence and Ottawa

Two trains were stopped by snow drifts today, between this city and Prescott. One at Gloucester and one at Osgoode. The snow is packed so hard that it will take some time to remove the obstruction, especially if the present high winds continue.

07/03/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

The St. L. & O. Railway train got through to this city this morning at 6 o'clock. There were seven locomotives at the station in a line. The out going train was crowded with passengers. It is hoped that this will be the last interruption of the season.

Trains on the St. Lawrence and Ottawa Railway have been snowed in at two points between this city and Prescott during the last two days. One at Gloucester and the other at Osgoode. Intense cold and strong winds have packed the snow in the cuttings until it became as hard as a bank of sand. The employees of the company left no means untried to clear away the obstruction. Last night there were four engines and a snow plough, and a gang of men at work cutting through two long drifts where the snow had accumulated fully seven feet deep. It is hoped the trains will be on time today.

12/03/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

For Chicago. Nine cars belonging to the Canada Rolling Stock Company are at the St. Lawrence and Ottawa Railway station today to be loaded with sashes and doors to be sent through to Chicago without transshipment.

13/03/1872 Ottawa Free Press St. Lawrence and Ottawa Chaudiere

Mr. Wire, the engineer of the St. L. & O. R., commenced yesterday the survey of a new bridge across the Ottawa river above the Chaudiere Falls.

14/03/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

As the St. L. & O. Railway train was nearing this city last night, the axle of the tender broke, and caused some delay. No serious damage resulted from the accident.

22/03/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

The 10 o'clock train on the St. Lawrence and Ottawa Railway will leave the Lower Town station tonight instead of the Chaudiere; the road now being open its entire length.

02/04/1872 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

Trains from Prescott got through this morning to the Chaudiere station. The manager of the St. Lawrence and Ottawa Railway deserves commendation for getting the road open so soon after the storm.

29/04/1872 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

The only excitement at the station this morning was a protracted cock fight. The biggest rooster came out second best. No bets were made.

08/05/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex street

The elevator of the St. Lawrence and Ottawa R.R. blown down by a storm last winter, is completed and ready for the discharge of grain into the company's cars.

14/05/1872 Ottawa Free Press St. Lawrence and Ottawa Prescott

The St. L. & O. R. Company are building a new wharf at their depot at Prescott, which will be 600 feet in length.

17/05/1872 Ottawa Free Press St. Lawrence and Ottawa Oxford

About five o'clock yesterday morning, a shanty situated on the St. Lawrence and Ottawa Railway line, near Oxford Station, and occupied by some workmen, took fire from the spark of a passing locomotive and as burned to the ground. The three men sleeping in it had a narrow escape with their lives, saving nothing.

17/05/1872 Ottawa Citizen St. Lawrence and Ottawa wood

Yesterday morning about 5 o'clock, the train on the St. L. & O. Railway, coming to this city, was discovered to be on fire. One of the open freight cars had on board several bundles of hay, and a small wooden house used as a sleeping room by the men employed in sawing wood for the locomotives. Sparks from the funnel happened to fall on the hay, it ignited, and communicated the fire to the house, wherein a man was sleeping at the time. The cars were stopped and the flames speedily subdued before any serious damage could occur.

18/05/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex street

On Monday last, Mr. Thos Brackenbury, an employee of the St. Lawrence and Ottawa Railway, met with an accident on the railway dock, which came very near proving fatal. While standing near the elevator the iron spout which conducts the grain from the elevator to the car got loose and, falling, struck him senseless to the ground. Removed to his home where it was found his injuries were not serious - More.

27/05/1872 Ottawa Citizen St. Lawrence and Ottawa Beachburg meeting

The people of Beachburg will hold a public meeting on the 15th of June for the purpose of considering the propriety of aiding the St. L. & O. Railway Company to extend their road through the township of Westmeath.

05/06/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex street

A scene occurred at the St. L. & O. Railway station this morning. A shantyman attempted to leave town without settling his bill, but his creditors went for him on the cars, and upon the departing youth refused to cash up, seized his pocket watch by grabbing it from his pocket and retiring with it as security for the debt. The shantyman followed but failed to overtake him.

08/06/1872 Ottawa Citizen St. Lawrence and Ottawa Sussex street

This morning a new first-class saloon car arrived at the Sussex street station of the St. Lawrence & Ottawa Railway. It was built after the design of Mr. Reynolds, the Managing Director, by Mr. Dunn in the company's works in Prescott. With a view to the comfort of travellers, for which Mr. Reynolds is famous, he has had the seats stuffed at each end to prevent the hard contact of iron as is the case in ordinary cars. This improvement is a special invention by Mr. Reynolds. The car will, as soon as the bearings are rectified, take its place in the regular trains between this city and Prescott. The management of this road is certainly deserving of all praise for the continuous efforts made to secure the comfort, as well as the safety, of passengers.

A large crowd of spectators were this morning at the Lower Town depot of the St. L. & O.R.R. to witness the latest triumph of Mr. Dame, the celebrated car builder of Prescott. This was the new passenger car "Pembroke" which made its trial trip to the capital this morning. The Pembroke is 54 feet long, 8 feet 6 inches wide and 8 feet 4 inches tall. It is finished with solid black walnut and beautiful native "curly" maple, and the seats are luxuriously and elegantly upholstered in magnificent green velvet, the seats being 19 feet wide and 38 feet long and the arched backs display 860 plated screws. It is lighted by three magnificent chandeliers and each seat has a basket rack. The car rests on 24 spiral springs and 12 pair of elliptical springs. It will be at the depot here on exhibition during this afternoon and tomorrow evening. It is well worthy of inspection and is conceded to be the finest passenger car on any Canadian railroad, and Mr. Dame may well feel proud of his last achievement. He has proved himself not only by this, but by other handsome cars now running on the St. L & O. line, to be by all means the most accomplished car builder in Canada.

11 June - In noticing the magnificent new car Pembroke, of the St. L. & O.R., on Saturday, by an error of the printer, we were made to say that the elegant seats were 19 feet wide and 38 feet long. For feet read inches.

10/06/1872 *The Times, Ottawa* *St. Lawrence and Ottawa*

On Saturday we had the pleasure of examining the new Palace car at the Lower Town station of the St. L. & O. RR. On approaching it the external appearance of the car impresses the observer with an idea of splendor, but on entering extra magnificence meets the view. Everything is scrupulously neat; every fixing appears of the richest material and the whole interior presents a spectacle of luxurious extravagance. It is simply another illustration of the indomitable enterprise of the Company, of the zeal of the Managing Director, Mr. Reynolds, and his constant regard for the comfort and accommodation of the travelling public. The new Palace car is named "Pembroke", and we doubt not that ere long it will be greeted by the prosperous town of that name upon the Ottawa.

It is 48 feet 6 inches long; 8 feet 4 inches high in the centre and 8 feet 6 inches in width, and has the capacity to accommodate 52 persons comfortably.

The seats are on the Bingham patentstys's? Their peculiarity is that the back has more of a slope than the ordinary seats and the ends are padded up, so that the person's hip cannot come against the elbow rest. The ventilation is also excellent; the side ventilation is on the Cook Hartford patent principle; cylinders at the top. The wood material in maple and black walnut varnished, looks remarkably well. There is a coat rack for every seat. Three magnificent lamps hung at equal distances from the top of the car will give the necessary light. There are three mirrors, one 2ft. 6 in. x 3 ft.

The car was built at the Company shop at Prescott. Mr. Dame, the Locomotive Superintendent of the company, and who has been employed on the line for eighteen years, is the architect. Certainly the car is a credit to his taste and talent, The castings are from the Chantaloop's establishment Montreal, and are all silver plated, The car weighs nineteen tons, the ordinary passenger car only ten tons. It has three springs, two spiral and one ecliptic - and runs with a wonderful ease and smoothness. Its cost approaches \$5,000. It will run to Prescott this morning.

22/06/1872 *Ottawa Free Press* *St. Lawrence and Ottawa* *Beachburg meeting*

At a large and influential meeting held at Beachburg the 15th inst. It was unanimously agreed to grant the St. Lawrence & Ottawa Railway Company the right of way through the township of Westmeath.

29/06/1872 *Ottawa Citizen* *St. Lawrence and Ottawa* *Beachburg*

At a large and influential meeting held in Beachburg recently it was agreed to grant the St. Lawrence and Ottawa Railway Company, the right of way through the township of Westmeath.

10/08/1872 *Ottawa Free Press* *St. Lawrence and Ottawa*

The St. L. & O.R.R. are busily engaged removing the iron rails from the track and laying the new steel ones. Some miles have already been laid, and in a short time this road of 54 miles will be second to none on the continent of America.

23/09/1872 *Ottawa Free Press* *St. Lawrence and Ottawa*

St. L. & O. Railway extension. Report of a reconnaissance from Hull to Pembroke with a view to examine the capabilities for railway purposes by Wm. Kingsford, Engineer. More

25/09/1872 *Ottawa Free Press* *St. Lawrence and Ottawa*

A handsome new smoking car was placed on the morning train of the St. L. & O. R.R. this morning. It corresponds with the other magnificent cars of this line.

28/09/1872 *The Times, Ottawa* *St. Lawrence and Ottawa*

With his enterprise peculiar to himself, Mr. Reynolds. the Managing Director of the St, Lawrence and Ottawa Railway, has placed upon the line a new and handsomely fitted up smoking car, and we cannot help hoping that no end of puffing will be done in it. Assuredly there is no better managed line of railway in the Dominion than the St. Lawrence and Ottawa.

04/10/1872 *The Times, Ottawa* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway have commenced to lay steel rails on their line? at their Lower Town station.

18/10/1872 *The Times, Ottawa* *St. Lawrence and Ottawa*

On Wednesday a young man giving his name as "Jim" but whose right name is Casimere Deault so ingratiated himself into the good graces of a lady who sat on the seat in front of him, that he succeeded in getting a ring off her finger. He promised to give it back again, but upon arriving at Prescott he disappeared. The girl, whose name is Angie Armstrong, immediately telegraphed to Ottawa, and on Deault's arrival here he was arrested. Yesterday he was brought before Mr. O'Gara for trial. The evidence elicited was to the above effect, but Mr. Lyon, Counsel for the prisoner, asked for an adjournment to produce evidence for the defence.

October 21, 1872

Casimere Deault, charged with robbing a young woman of a ring on the cars, was discharged on Saturday, the evidence for the defence showing that he expressed his intention of returning the ring.

15/01/1873 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

A new engine for the St. Lawrence and Ottawa Railway arrived at Ogdensburg and will be brought across the River today. It is named the Lucy Dalton, and was built in Taunton, Mass. It is a splendid piece of workmanship, and will be running in the course of this week.

21/01/1873 *Morning Chronicle* *St. Lawrence and Ottawa* *Prescott junction*

The regular express train going south on the St. Lawrence and Ottawa Railroad last night met with an accident when a short distance from Prescott juncton. Two passenger cars were thrown off the track, but fortunately none of the passengers were injured,

08/02/1873 *Canadian Tribune, Prescott* *St. Lawrence and Ottawa*

We have much pleasure in noticing the new Engine just arrived for the St. L. & O. RR., which is very appropriately named "Lucy Dalton" after Miss Dalton, the Governor-General's niece. It is a very fine looking engine and promises to be a very good one.

24/02/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

The new bridge across the Rideau River at New Edinburgh has nearly approached completion, work upon the piers, planking, railing, etc. is in a very advanced state and it is thought that in another week it will open to traffic.

30/03/1873 *Ottawa Citizen* *St. Lawrence and Ottawa*

The idea of extending the railway system centering at this city, through the vast productive country lying on the northern shores of the Ottawa has long occupied the attention of our leading railway men but it was only recently that any practical attempt was made to obtain a correct estimate of the difficulties of the route for a railway from this city to Deep River. Mr. Reynolds, Managing Director of the St. Lawrence and Ottawa Railway, with an enterprise that is highly creditable, determined upon making some exertion for the opening up of this highly available route. With this purpose in view Mr. Langford was deputed to examine the north shore of the Ottawa and report upon its capabilities. That gentleman returned to the city last Wednesday, and, although his report is not yet presented, we are enabled by a conversation held with him today to ascertain the bearings of the proposed extension. In order to ascertain the best available route for a railway to the point named Mr. Longford followed two lines. One by Portage du Fort, the other by La Pope. While acquainting himself with their rival possibilities he investigated the crossings of the river at Allumette Island, and by Allumette Falls to Pembroke. He also traced the North Shore of Deep River and measured and sounded it at Mackey's wharf and to the east at Downey's Bay. In the whole route no engineering difficulties of any magnitude present themselves. More.

28/04/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

A splendid new cattle car has been placed on the St. Lawrence and Ottawa Railway. It was constructed at the works of the company at Prescott, with improved bunter and friction plates. It is five feet longer and two feet higher than the ordinary cattle car, and the roof is built of solid oak. It rests on 32 spiral springs and weighs 21,380 lbs.

28/05/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

A large freight train arrived at the St. Lawrence and Ottawa railway depot yesterday, laden with sandstone for the new post office building.

27/06/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway are laying down a new platform at their depot in Lower Town.

02/07/1873 *Ottawa Citizen* *St. Lawrence and Ottawa*

Cattle Killed. - Last Monday evening when the night express train on the St. Lawrence and Ottawa was about two miles from the depot, it ran into some of the fatted cattle belonging to Mr. John Crawford, killing four of them and throwing three freight cars off the track.

05/07/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

Account of a twelve car excursion from Ottawa to Ogdensburg. Claimed to be the largest on leaving the city to date.

19/07/1873 *Ottawa Citizen* *St. Lawrence and Ottawa* *Rideau River*

The railway bridge across the Rideau river on the Ottawa and St. Lawrence road has to be strengthened. The heavy engines now being unable to cross since the engine "Lady Lisgar" nearly went through. The company are too careful of their road, however, to allow it to become dangerous.

01/10/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

Saturday being the day on which the change of gauge [sic] of the Grand Trunk is to be effected, the regular trains between Prescott and Ottawa will be cancelled for that day only. For the accommodation, however, of passengers going east or west by the steamers of the Royal Mail lines, trains will be run to connect with those steamers at Prescott wharf on Saturday and Sunday, leaving Ottawa for Prescott at 7.15 a.m. and Prescott to return to Ottawa at 1.10 p.m. on Saturday and on the arrival of the steamer from the west on Sunday.

01/10/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa railway have added another passenger car to their already large stock. The car, both externally and in its internal arrangements, is of the most perfect build.

27/10/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

The public is respectfully informed that until further notice Pullman Palace Cars will run through between Ottawa and Montreal and Ottawa and Toronto without change.

TThSO leaving (both directions)

Leaving Montreal and Toronto on MWFO.

12/11/1873 *The Times, Ottawa* *St. Lawrence and Ottawa*

Notice having been received today from the Pullman Car company that they will for the present discontinue running their cars into Ottawa after this day, the public is informed that sofa cars will be reinstated on the train leaving Ottawa at 9.30 p.m. and on that leaving Prescott at 1.50 a.m. m due in Ottawa at 6 a.m. St. L.&O. advertisement dated November 12.

05/02/1874 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Mr. C.J. Brydges' new private car is at the St. Lawrence & Ottawa depot. Having brought that gentleman from Montreal a few days ago. The car is most beautifully fitted up with every comfort necessary to lighten the fatigue of a railway journey. Its nice to be a railroad manager.

12/03/1874 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

It is said the St. Lawrence and Ottawa Railway Company have decided to remove their workshops to Ottawa. They will likely be built in the vicinity of the present station.

We understand the St. Lawrence and Ottawa Railway Company have ordered two new large engines, with six feet drivers for express trains. They are being manufactured in Massachusetts and will be put on the road next spring. They will make a slight change in the time of running from this city to Montreal, and the distance from Ottawa to Prescott will be run in about an hour. The company is ever alive to the wants of the travelling public, and secure all modern and improved machinery to quicken the speed and increase the security of travelling. It may be said this road is the freest [sic] of accidents of any in the Province.

12/03/1874 *Ottawa Free Press* *St. Lawrence and Ottawa*

Mr. Thomas Reynolds, the able managing director of this road, has lately sent to Massachusetts an order for two new locomotives, to be run with Express trains. With these engines it is expected that the trip to Prescott will be made in an hour and a half. It will be remembered that last fall, a great part of the St. L. & O. R.R. was laid with steel rails.

13/03/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

"We understand the St. Lawrence and Ottawa Railway Company have ordered two large new express engines, with six-foot drivers, for express trains. These are being manufactured in Massachusetts and will be put on the road next spring. They will make a slight change in the time of running from this town to Montreal, and the distance between Ottawa and Prescott will be run in something like an hour. The Company is ever alive to the wants of the travelling public, and secure all modern and improved machinery to quicken the speed and increase the security of travelling. It may be said that this road is the freest from accidents of any in the Province." The foregoing is from an evening paper and is likely to be incorrect in several respects. It is not probable that the company have ordered a class of engine that is going entirely out of use; there are few roads now using six foot driving wheels; nor is it probable that there is any intention of trying "to run from this city to Prescott "in something like an hour". Something like two hours would indicate a more commendable sort of enterprise, and more certainly win public acceptance and approval, and Mr. Reynolds knows it.

30/03/1874 *Ottawa Free Press* *St. Lawrence and Ottawa*

On Saturday afternoon the train of the St. Lawrence & Ottawa Railroad, which left the station at one o'clock, became uncoupled from the engine and forward cars about a mile from the station. The locomotive and two cars proceeded some distance before the break was observed. Eighteen cars were left behind, but only about fifteen minutes time was lost before they were again under headway.

02/04/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The ten o'clock train on the St. Lawrence and Ottawa last night, was the largest of the season. There were five first class passenger cars and four sofa cars completely filled with members returning home to spend their Easter holidays.

03/04/1874 *Almonte Gazette* *St. Lawrence and Ottawa*

The St. Lawrence & Ottawa Railway have ordered two new engines from Massachusetts. With them the express trains will go from Ottawa to Prescott in about one hour and thirty minutes.

07/04/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

The Ontario Car Co of London have now on exhibition at the depot of the St. Lawrence and Ottawa Railway a freight box car, one of a lot of 150 at present being built for the Canada Southern Railway Company according to drawings and specifications furnished by the master mechanic of that road. The cars are to be run in the through "Diamond Line" from Omaha, St. Paul etc. to New York etc. and have been greatly admired and approved by the leading railway men of both east and west.

It is only just to say that the car sent here for inspection of railway officials and others was put together from the bare wheels and received the first coat of paint within six and a half hours, and is simply a fair specification of the material and workmanship put into cars furnished by this car company.

The Ontario Car Company keep on hand a well selected stock of seasoned lumber, have facilities for turning out ten cars daily and can undertake the delivery of cars within ten days of receiving the order.

The company also exhibit a newly patented self car coupler, somewhat similar to, and adapted to be used with the bumpers presently in common use on all our railways. The chief peculiarity and advantage of this self coupler is that the link is kept in a perfectly horizontal position for coupling to another car without being rigidly held at any point so that it readily adjusts itself to other cars of irregular heights. The pin can also be set and held in position for coupling when the link from another is inserted. The cost will not exceed that of many other bumpers now in common use, and has no complicated attachments to get out of order. This self coupler is the invention of Mr. Samuel Wright, foreman machinist at their shops in London. The man in charge of the sample car at the St. L. & O. Railway depot was happy to show this car coupler in operation. Mr. Thomas Muir, Manager of the Ontario Car Company Works is also in the city at the Russell House and will furnish all necessary information in respect to cars.

08/05/1874 *The Times, Ottawa* *St. Lawrence and Ottawa* *Prescott*

The St. L. & O. Railway company having taken up all the rotten planks at the Prescott terminus of the road, on their dock and replaced them with new ones, Messrs. Purkis and McCarthy are also strengthening and replanking the wharf in rear of their premises, preparatory to raising the framework of their new store house.

15/05/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The attention of our readers is drawn to the change of time in the running of the St. Lawrence & Ottawa Railway. The road is making excellent time this season and many of the cars have been fitted up with modern improvements. The palace cars which have been put on the line during the session are a great convenience.

03/06/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The St. Lawrence & Ottawa Railway discontinues this week the running of the Pullman cars between this city and Toronto. We understand a tri-weekly one between Montreal and Ottawa will be continued.

09/06/1874 *Brockville Recorder* *St. Lawrence and Ottawa* *Kemptville*

Kemptville - this description is part of a more extensive article about the general destruction in the area: "The station house of the St. Lawrence and Ottawa Railway (on June 8th) was completely destroyed and Mr. Laing, station agent was considerably hurt". (This structure would not have been replaced by the final one which was a standard CP design - CP hadn't taken over. So there were at least 3 stations at Kemptville) Brockville (Bruce Ballantyne).

04/07/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The excursion to Ogdensburg this morning via the St. Lawrence & Ottawa Railway was well patronized. Thirteen cars, containing about nine hundred persons, left the depot and, it is possible the number was increased before reaching Prescott. The Ottawa and Montreal baseball clubs were among the number.

18/07/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

As the express train of the St. Lawrence and Ottawa Railway was coming into the city last evening the passenger car took fire from a spark from the locomotive. It was early noticed by the conductor who stopped the train and had it put out. Had it not been for this circumstance there might have been a very serious catastrophe to record.

03/08/1874 *Ottawa Citizen* *St. Lawrence and Ottawa* *Montreal Road*

Last evening while a man named Gendreau was crossing the St. Lawrence & Ottawa Railway track on the Montreal Road, he found a piece of iron attached to the rails which might have caused a disastrous accident. It had evidently been placed there by some malicious persons, for he experienced some trouble in pulling it off.

10/08/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

A prominent city physician and a couple of friends anxious to make a scientific experiment proposed riding a few miles on the cow catcher of the engine on the Saturday afternoon express, coming to the city. They were accordingly located on the fore-castle of the "St. Lawrence" and got a much longer ride than bargained for, as the train did not stop at the next station. The excitement and discomfort attendant upon the ride, forbade anything being done save clinging on with the grim despair of death. None felt more happy than the physician when he regained his normal condition.

18/08/1874 *Ottawa Citizen* *St. Lawrence and Ottawa* *Brady's bridge*

Fatal Railway Accident - Last evening a fatal accident occurred on the St. Lawrence & Ottawa 9.30 mixed train from Ottawa, while nearing Brady's Bridge near the Chaudiere Junction. A brakeman named Michael Nidd, who has been on the line for only five weeks, while connecting the bell cords, was stuck in the head by Brady's bridge and knocked from the top of the cars. He fell under the car and nine of them passed over him. When recovered the body was mutilated in a fearful manner. The train was going at the rate of twenty miles an hour. The young man who occupied the situation before him also met with an accident through which he lost his leg and is still laid up from the effect of it.

09/09/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

A nicely furnished postal car is about to be placed on the St. Lawrence and Ottawa Railway. It is represented to be an elegant affair.

16/09/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

A St. L. & O.R.R. waggon got stuck in the soft soil of Sparks street, opposite the Merchant's Bank this forenoon. It was laden with full barrels, which had to be taken off before the vehicle could proceed. The street is in a bad condition just at that spot.

19/09/1874 *Ottawa Free Press* *St. Lawrence and Ottawa*

The new mail car of the St. Lawrence and Ottawa Railway, ran for the first time yesterday.

21/09/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

The new postal car to which we referred some time ago as being built for the St. Lawrence and Ottawa Railway has arrived. It ran for the first time on the road on Saturday. It is a splendid piece of work, and will materially facilitate the postal arrangements on this line.

13/10/1874 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River bridge*

The St. L. & O. Railway Company intend to replace the present railway bridge at the end of McTaggart street, with a handsome new one of modern architecture, one that will be a credit to the city, and offer greater accommodation to the company.

28/10/1874 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Account of the arrival of the new bishop Duhamel in Ottawa. More

30/10/1874 *Ottawa Citizen* *St. Lawrence and Ottawa* *Montreal Road*

On Wednesday as the half past nine o'clock train was running in, when between the Montreal road crossing and Mr. Satchell's house, the engineer felt a "jar" and being under the impression that the locomotive had run over some person, he whistled "breaks down" and stopped the train. Upon examining the track he found that several old ties had been laid across the rails, evidently with a view to capsizing the cars. The wheels of the engine had fortunately crushed the obstacles, and no damage was done. This diabolical attempt to perhaps cause a loss of life, is probably the work of some disreputable characters who have taken up their abode in Mr. McKay's bush, and in a shanty adjacent thereto. Residents in the neighbourhood say it is unsafe to pass that way at night. The county police now have an opportunity of distinguishing themselves in finding out the perpetrators of the outrage and bringing them to justice.

12/11/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The travelling public will be glad to learn that henceforward a Pullman car will run through from here eastward. Those tiresome delays at Prescott Junction will, by this arrangement, be avoided. The car which arrived this morning leaves for Montreal to night.

13/11/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

The Pullman Palace cars are about to resume running on the St. Lawrence and Ottawa Railway.

18/11/1874 *Ottawa Citizen* *St. Lawrence and Ottawa* *Montreal Road*

One of the rear cars attached to the evening train of the St. Lawrence and Ottawa ran off the track at the Montreal Road crossing. No serious damage resulted.

18/11/1874 *Ottawa Free Press* *St. Lawrence and Ottawa* *Montreal Road*

Yesterday evening as the train from Prescott was passing near the Montreal road, the engine ran off the track. Fortunately the train was at a slow rate of speed at the time and no damage was done except a short delay in getting the locomotive back to the rails.

24/11/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

A St. Lawrence and Ottawa train this morning knocked a water pipe from the side of the track into the trench and on top of a man who was engaged in excavating. He was seriously injured.

27/11/1874 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau River*

Orders are about to be issued by Mr. Reynolds for a new railway bridge over the Rideau, for the St. Lawrence and Ottawa Railway.

12/01/1875 *Ottawa Free Press* *St. Lawrence and Ottawa*

The St. L. & O. Railway Company have had a magnificent new Pullman sleeping car built, and is expected to arrive here from the West this week.--

18/01/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

A fine Pullman car has just been added to the rolling stock of the St. Lawrence and Ottawa Railway at a cost of over \$5,000. Mr. Dan Rice has been appointed to superintend this new institution. Mr. Reynolds is ever enterprising and always keeps pace with the age in the matter of railway accommodation.

29/01/1875 *Ottawa Citizen* *St. Lawrence and Ottawa*

The afternoon train of the St. L. & O. Railway was snowed up three miles outside the city last evening and the passengers did not get in until nearly eleven o'clock at night. Some of them left the train and drove in.

01/02/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

There will be no through Pullman cars, between this city and Toronto and Montreal, during the approaching session of Parliament. There will, however, be a new and improved car run on the St. Lawrence and Ottawa railway, connecting at Prescott Junction with the regular Pullman cars run on the Grand Trunk. The new car is a great improvement on the Pullman car, in that it has no upper berths, good ventilation and better heating facilities. It is a handsome car and will run daily from this city to Prescott.

02/02/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

The new and handsome sleeping car "Rideau" made her first trip on the St. Lawrence and Ottawa Railway last night. She will run henceforth every day and will be found a great acquisition to the road. Dan Rice is in charge, and, as host, will no doubt attend to the wants of the guests in first class style.

06/02/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The St. Lawrence & Ottawa Railway Company, with their wonted enterprise, are having a new passenger engine built at the Portland Locomotive Company's works. It will be called the "Colonel By" and will take the place of the old engine of that name.

Owing to the increase of the freight traffic on the St. Lawrence & Ottawa Railway, the Company have found themselves under the necessity of borrowing an engine from the Grand Trunk Railway Company. The locomotive, which is expected to arrive here this afternoon, is one of the powerful Scotch ones.

08/02/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway propose replacing the "Colonel By" by a new and more powerful engine of the same name.

12/02/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *Ottawa*

All the trains of the St. L.O.R.R. have been cancelled thus far today, but the Canada Central trains have taken their departure as usual.

16/02/1875 *Ottawa Citizen* *St. Lawrence and Ottawa* *Rideau River*

The work of building a new railroad bridge across the Rideau River near New Edinburgh, for the St. L. & O. Railroad has commenced, and this morning teams were engaged in drawing screws, bolts and heavy timber for the work, which will be pushed forward vigorously in order to have it completed early in the summer.

17/02/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau River*

It is in contemplation to build a new bridge over the Rideau for the St. Lawrence and Ottawa Railway. In fact steps have already been taken towards commencing the proposed structure.

20/02/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

The new passenger locomotive for the St. Lawrence & Ottawa R.R. arrived this morning. Its cognomen will be "The new Col. By." It will be immediately placed in service.

22/02/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

A new locomotive arrived on Saturday for the use of the St. Lawrence and Ottawa Railway. It will replace the "Col. By," and will retain the same name.

25/02/1875 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The new bell for the St. Patrick's street church arrived at the St. Lawrence & Ottawa Railway depot yesterday. It is a mammoth affair.

03/03/1875 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Last night a regular stampede of hack and omnibus horses took place at the St. Lawrence and Ottawa Railroad depot. The train was at the platform and the various conveyances had been emptied of their passengers when suddenly the locomotive blew off her steam. The horses do not mind the whistle at all, but this unwanted noise was too much for them, and off they went in every direction all with the exception of those belonging to the Clarendon House bus, as fortunately the driver was on the box and could check them. The other jehus had all alighted and it was with the utmost difficulty the animals were stopped. The Russell House steeds made for the gate of the station yard, but were got under control before reaching it. It was next to a miracle how injury to persons and property was avoided. Not a strap was broken nor a scratch inflicted upon those to whom the vehicles belonged.

04/03/1875 Ottawa Free Press St. Lawrence and Ottawa locomotive

The new engine, Col. By, on the St. Lawrence & Ottawa Railway, is one of the best in Canada. It is a 50 ton engine, 5 feet 8 inch wheel, and was manufactured at the Portland Works. It is intended for speed, and will make good time during the summer. It brought the train from Prescott to Ottawa yesterday morning with snow plough, in less than three hours.

12/03/1875 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Mr. John Waters of the firm of Jones & Co. of Troy, N.Y., arrived in town last night for the purpose of putting the new bell at St. Patrick's church in position. The bell will be removed from the depot to the church today, and after the ceremony of blessing it will be hoisted to the turret on Monday.

20/03/1875 Ottawa Citizen St. Lawrence and Ottawa

The freight business on the St. Lawrence & Ottawa Railway is pretty brisk at the moment. For the past fourteen days an average of twenty car loads of freight per day have arrived.

30/03/1875 The Times, Ottawa St. Lawrence and Ottawa Rideau River

The new railway bridge over the Rideau River for the St. Lawrence and Ottawa Railway is just on the eve of completion. All that remains to be done is to cover in the arch frame work over head and to lay the rails. It will be remembered that the old bridge was condemned last fall, hence the necessity for the new structure. Fortunately for the company the stone piers were left sufficiently long to admit of the construction of the new bridge.

02/04/1875 Ottawa Free Press St. Lawrence and Ottawa Rideau River

The new frame bridge built by the St. Lawrence & Ottawa R.R. Company, has now been completed. The bridge was built by the Company's Engineer and the rails were laid yesterday. It will immediately be placed in service.

03/04/1875 The Times, Ottawa St. Lawrence and Ottawa Rideau River

The new railway bridge over the Rideau for the St. Lawrence and Ottawa Railway to which reference was made a few days ago, has been completed, and trains are expected to run over it on Monday. The structure is a handsome one and being strongly built is expected to last for many years.

12/04/1875 Ottawa Citizen St. Lawrence and Ottawa Rideau River

People who own land along the river between Cummings Bridge and the Railroad Bridge are beginning to wonder if they are ever going to see their property again. At present there is a very fine water lookout, Mr. Satchell's farm being completely flooded in consequence of one of the channels having been stopped up by works for the new bridge. The road from Cummings' to New Edinburgh is also pretty well under water.

26/04/1875 Ottawa Citizen St. Lawrence and Ottawa

A magnificent new passenger car arrived here on its first trip on Friday, from Prescott and will run regularly on one of the express trains on the St. Lawrence and Ottawa Railroad. It is fitted up with all the modern improvements, and heated with hot water.

26/04/1875 The Times, Ottawa St. Lawrence and Ottawa

A new first class passenger car has just been placed on the Ottawa and Prescott Railway. It is a handsome piece of work and reflects credit upon Mr. Dame, Superintendent of the Locomotive and Car Works at Prescott, under whose supervision the car was built.

29/04/1875 Ottawa Citizen St. Lawrence and Ottawa Rideau River

The railroad bridge over the Rideau has not yet been put into use, the rails not having been laid down. A switch is to be made, and in the course of a fortnight after the bridge has been thoroughly tested, trains will pass across it.

19/05/1875 Ottawa Citizen St. Lawrence and Ottawa

The bell for the tower of the Parliament Building has arrived. It weighs some 4,000 pounds and it is feared the peculiar construction of the interior of the tower will occasion much trouble in hanging it. (Note no direct reference to railways)

14/06/1875 Ottawa Citizen St. Lawrence and Ottawa

The early train from Prescott this morning was delayed a few minutes in consequence of a broken rail.

23/06/1875 Ottawa Citizen St. Lawrence and Ottawa wood

The St. Lawrence and Ottawa Railroad have decided to burn coal in some of their engines in future.

24/06/1875 The Times, Ottawa St. Lawrence and Ottawa wood

It would seem that the St. Lawrence and Ottawa Railway has determined to burn coal in their engines hereafter instead of wood. Economy has doubtless prompted the change.

05/07/1875 Ottawa Citizen St. Lawrence and Ottawa

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

06/07/1875 Ottawa Citizen St. Lawrence and Ottawa

The excursionists to Ogdensburg had a glorious time yesterday and did not return home until after three in the morning. On the home journey two blackguards started a row in one of the cars which ended in a few chairs being smashed over someone's head. They had evidently got too much of Uncle Sam's forty rod on board.

06/07/1875 Ottawa Citizen St. Lawrence and Ottawa Osgoode

The night train on the St. Lawrence and Ottawa Railway, while passing the excursion train, near Osgoode last night, ripped up some of the rails, and knocked two of the cars off the track. No one, however, was injured, but the excursion train had to remain over several hours until the track was repaired and the cars removed.

20/08/1875 The Times, Ottawa St. Lawrence and Ottawa Billings

Mr. Thomas Reynolds, Managing Director of the St. Lawrence and Ottawa Railway returned from Montreal yesterday afternoon after making arrangements with the Grand Trunk Railway in conjunction with his own line, to carry passengers and stock, coming to the Exhibition, both ways at a single fare. A siding will be erected at Billings crossing for the accommodation of the public and to accommodate the landing of stock. This arrangement is a good one and will afford many facilities which could not be obtained had not the above plan been adopted.

21/08/1875 *Kingston Daily British Whi* *St. Lawrence and Ottawa*

Re-fitted - The Thomas Reynolds, engine No. 6, St. L. & O. RR., took out a passenger train from Ottawa yesterday. This locomotive was sent some time ago to Kingston, where she was thoroughly overhauled and refitted, and is now, the driver says, as good as new. Coal was used for the first time on the St. L. & O. R. R. for locomotive purposes

27/08/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *Montreal Road*

It is said that a deputation is likely to wait shortly upon Mr. Reynolds with a view to having a station at Harrisville, on the Montreal Road, near its junction with the St. Lawrence and Ottawa Railway.

31/08/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Mr. Reynolds has erected a magnificent arch at the St. L. & O.R.R. depot covered with evergreens, and bearing the inscription "Welcome Home!"

04/09/1875 *Ottawa Free Press* *St. Lawrence and Ottawa*

A large culvert in the St. L. & O.R.R., about six miles from this city, caught fire yesterday, and proved a great impediment to travel. The afternoon train, due here about 4 o'clock did not arrive for nearly two hours later as a complete transfer of baggage and passengers took place. The employees on the train turned out to the work, but this was not found to be sufficient and soon a large number of passengers were giving active assistance. They must have had a rather lively time of it. The trains last night were all delayed from this cause. The illumination could be observed from this city, but the heavy rain proved too much for the flames and they gave up in disgust. The damage will be quickly repaired.

09/09/1875 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

A fine new passenger locomotive, called the "Countess of Dufferin," was placed in the St. Lawrence & Ottawa R.R. this morning. It is a handsome piece of workmanship and was attached to the ten o'clock train.

10/09/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

The Managing Director of the St. Lawrence and Ottawa Railway, with his usual enterprise and alive to the necessity of such action, has placed another powerful locomotive on this road. It was imported from England and is by far the best engine now on the road.

14/09/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *Billings*

As will be seen in an advertisement in another column, the St. Lawrence and Ottawa Railway will run six trains daily during the week of the Exhibition. This will be a great convenience to the travelling public. A landing at which passengers can alight and freight and livestock be unloaded, has been erected on the line near Billings Bridge. Distance from Exhibition ground about three fourths of a mile, over an excellent road. All trains stop at the exhibition landing. This shows commendable enterprise on the part of the railway company.

18/09/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

The Managing Director of the St. Lawrence and Ottawa Railway has succeeded in obtaining Pullman Cars to run on that road during exhibition week. The additional means of transportation to the capital will be hailed with delight by the travelling community.

18/09/1875 *Ottawa Citizen* *St. Lawrence and Ottawa*

During the exhibition the St. Lawrence and Ottawa Railway will issue from both Ottawa and Exhibition Landing stations, tickets to Kemptville and back by their 5.15 p.m., and 7.20 p.m. trains good for two days. Fare, 50 cts. for the double journey.

20/09/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

Seventeen passenger cars laden with passengers for the Exhibition arrived by the St. Lawrence and Ottawa Railway yesterday morning. The first rush to attend the fair began on Saturday. Over sixty carloads of freight and livestock came by the St. Lawrence and Ottawa road alone on Saturday. Note - the first day of the exhibition was Monday 20th.

29/10/1875 *The Times, Ottawa* *St. Lawrence and Ottawa* *Prescott Junction*

A robbery of the mail took place at Prescott on Tuesday last. It was on the Grand Trunk Junction branch and there being no mail conductor for that short distance, some knowing party took the opportunity of going through the mail. The mails for both east and west were put in the box - that is set apart for the purpose at Prescott, and when the train reached the junction Conductor Chase went to the box to get the mails but to his astonishment, they were gone. More.

17/12/1875 *The Times, Ottawa* *St. Lawrence and Ottawa*

Delay of trains

The heavy snow storm of yesterday had the effect of causing some irregularity in the running of trains on the St. Lawrence & Ottawa Railway. An extra force was put to work and the difficulty surmounted.

25/01/1876 *Ottawa Citizen* *St. Lawrence and Ottawa*

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

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

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

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

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

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

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

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

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

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

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

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

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

The Freshet.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26/09/1876 *Ottawa Citizen**St. Lawrence and Ottawa**Sussex Street*

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

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

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

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

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

18/01/1877 *Ottawa Free Press**St. Lawrence and Ottawa*

A through Pullman car for Toronto and all points west will leave by the St. L. & O.R.R. tomorrow (Friday) evening at 10 o'clock. Berths may be secured at Grand Trunk Ticket Office, Russell House Block.

03/03/1877 *Ottawa Citizen**St. Lawrence and Ottawa*

The Pullman car between Ottawa and Toronto will cease daily service after tonight. It will in future and until further notice run once a week only leaving Ottawa on Friday and Toronto on Monday evenings.

Also reported in the Free Press same date.

27/03/1877 *Ottawa Citizen**St. Lawrence and Ottawa*

Special Pullman cars will leave Ottawa on Wednesday and Thursday nights for Toronto direct in addition to those for Montreal.

20/10/1877 *Ottawa Free Press**St. Lawrence and Ottawa*

As our readers have already been made aware by advertisements, on Monday next, the St. Lawrence & Ottawa Railway will commence to run through cars between Ottawa and Montreal thus avoiding that unpleasant change and transshipment at Prescott Junction.--- For this purpose two cars have been built at the Grand Trunk Workshops in Montreal, one by the St. L. & O. R.R. Company and the other by the Grand Trunk, the cost of each being about \$6,000.

There follows a full description of the St. L. & O. car -- The car is supplied with patent air brakes, the only one on the line, with the exception of the Director's car, thus provided.--

07/11/1877 *Montreal Daily Witness**St. Lawrence and Ottawa**Ottawa, Montreal Road*

On the track. - The evening train on the St. Lawrence & Ottawa Railway collided with a horse and buggy at the Montreal Road crossing, killing the animal instantly, and throwing the occupant of the buggy, one Leblanc, a considerable distance, although he escaped unhurt.

St. Lawrence and Ottawa train off the track.

The Brakesman and Passengers injured

An accident happened yesterday afternoon to the half-past two o'clock St. Lawrence and Ottawa train about a mile beyond Gloucester station, by which some persons sustained injuries, but fortunately of no very serious nature. The train left the depot at the usual time under the charge of Mr. Freeman, conductor, and proceeded at its customary rate of speed until it reached the place where the mishap occurred, when suddenly the cars left the track, the through carriage to Montreal and the first class car being thrown on to their sides, and their occupants, of course, were hurled violently from their seats. The second class and baggage cars also left the metals, but maintained an upright position, and no passengers in them were hurt. The engineer stopped the train as soon as he possibly could, and the train scarcely moved more than a couple of car lengths, but the shock and jolting were sufficient to seriously alarm those on board the train, and who numbered 21 in all. Of course it is not to be expected that all escaped unscathed. Mr. T.P. French the Post Office Inspector, sustained a slight cut on the head, and Mrs. Hanlon was also hurt on the forehead; another lady passenger, whose name our reporter did not learn, was also slightly hurt, as indeed many others were in a minor degree. The worst case of injury is that to Jas . Wallace, the brakesman, who at the time of the accident was in the first class car, and was thrown violently against one of the seats, which struck him in the stomach, hurting him considerably. So soon as the news of the accident reached headquarters here, Mr. Reynolds despatched a train for the double urpose of clearing the track and transhipping the passengers and baggage, both of which were forwarded to their destinations. The first-class cars were found lying on their sides beside the rails, and the second-class and baggage cars were soon placed on the metals again and the line was put ready for traffic again. The cause of the accident was a broken rail and no blame appears to be attached to any of the servants of the company. Those who were hurt were carefully attended to and made as comfortable as the circumstances would permit. The locomotive fortunately kept the rails, and, escaped uninjured, but the two first class cars are, of course, more or less damaged.

It is a matter for congratulation that the accident was not attended with worse results, for less causes than a broken rail have frequently been attended with severe personal injury and loss of life. When the news first spread in the city, the most exaggerated stories got ahead, but careful enquiry showed the facts of the affair to be as above given.

16/02/1878 *Ottawa Free Press**St. Lawrence and Ottawa**Sussex Street*

About half past three o'clock yesterday afternoon the heater in a Pullman car the "Rimouski" lying at the St. L. & O. station, exploded, doing considerable damage. The windows were blown out and the car fired. An alarm was sounded from the nearest box and the fire engine responded. The fire in the interior was put out by using the Babcock Extinguishers. The damage to the car will amount to about \$300. The car was the Friday night Pullman for Toronto.

18/06/1878 *Ottawa Free Press**St. Lawrence and Ottawa**Sussex Street*

Yesterday afternoon a flat car on the St. Lawrence & Ottawa Railway, laden with rails, got off the track at the Dalhousie street crossing, and was considerably injured.

28/06/1878 *Ottawa Citizen**St. Lawrence and Ottawa*

Great sculling race at Brockville.

Cheap excursion on Dominion Day, via St. Lawrence and Ottawa Railway. Tickets by the 8 a.m. train as follows: To Prescott and Back \$1.00; to Brockville by Grand Trunk or by boat, \$1.25. Good for that day only. Will leave Brockville on return at 6 p.m. By the 11.15 a.m. train. Single first class fares good for next day.

29/06/1878 *Ottawa Citizen**St. Lawrence and Ottawa**Prescott*

Mr. Murray, a railway contractor, missed the train at Prescott this morning and had to run in on a special train. It made good time - one hour and fifty minutes.

29/06/1878 *Ottawa Free Press**St. Lawrence and Ottawa*

A good story is told of a contractor who tendered for the Georgian Bay Branch contract. He was required to be here at noon today, but fell asleep on the G.T.R. and was carried past Prescott Junction. He hired a locomotive at Prescott, and had the pleasure of a ride of 53 miles this hot day on the tender.

25/07/1878 *Ottawa Free Press**St. Lawrence and Ottawa*

Bush fires have been raging very heavily in this section, and last evening the city was enveloped in smoke. Along the line of the St. L. & O.R.R. and more especially between Osgoode and Kemptville, they were especially bad. A portion of the track near Oxford station caught fire and the ties were destroyed. Men were engaged last evening in tearing down the fences in some portions and replacing the ties. No impediment to travel is expected.

From Ottawa this p.m.
 A Riot in Ottawa Last Night
 The Volunteers Called out by the mayor
 Several people Shot and Wounded
 A Priest's House Attacked
 Couple of Young Britons Beaten
 Police and Young Britons
 Shots Fired in all Directions

Last night the city was considerably excited over the report that the members of the Catholic Union intended to assemble at the St. Lawrence and Ottawa Railway depot to prevent the Orange Young Briton delegation from Montreal boarding the train in a peaceable way. The matter having been reported to Mayor Bangs, he held a consultation with a number of Aldermen when it was decided, in the interests of peace, to call out the militia to be used in case of emergency. Application was made to Colonel Ross at three o'clock and one hundred men were ordered to parade at the Drill Shed, at seven o'clock under command of Lieut.-Col. White and officered as follows:- Major Walsh. Capt. Tilton, Capt. Aumond, Lieutenant Graham, Lieut. Toller, Lieut. White, and Ensign Graham. Surgeon Mallach was also on hand. At 8 30 the troops marched to the depot, accompanied by mayor Bangs, and shortly afterwards Aldermen McRae, Stewart and O'Keefe filed in an appearance. The men were drawn up in line on the platform east, of the station house with fixed bayonets, and immediately a crowd began to pour into the railway yard from Dalhousie street. In a few minutes there could not have been less than 800 or perhaps 1,000 persons present. Nothing much occurred until about 9.30 o'clock, when a general rush was made for the side-entrance to the station, where it was ascertained that a young Briton, named McGibboney, was observed to alight from a streetcar with his colors on, when he was severely jostled, but managed to get away from the crowd minus his coat and shirt. He was taken into the station house and remained there for some time. This was the only trouble that occurred at the station and the train finally moved off without the Britons, the railway authorities having received word that they had marched out to Chaudiere junction and would embark there. About 7 o'clock whilst three Young Britons were walking down York Street with three ladies, they were attacked by a crowd who insisted on their removing their colors. This they refused to do, when one of them was struck and they immediately drew their revolvers. They subsequently continued on down to Dalhousie street, followed by a mob, and on reaching the corner of Dalhousie and St. Patrick streets, were obliged to take refuge in Stratton's store, the crowd having become so boisterous. They remained there for some time until the police arrived and arrested them for carrying firearms.

After the crowd left the depot they marched through Lower Town, shouting and cheering. A Young Briton named Gavin, was attacked near the corner of George and Dalhousie streets, whilst proceeding along quickly with his sisters, and another young man was hit on the head with a brick. On learning of this the Ottawa Young Britons who had escorted the Montreal delegates out of the city, on returning, marched in a body to Lower Town, armed with revolvers and stones. On reaching the corner of Sussex and York streets, a number of men used some insulting language when they immediately fired at them, none of the crowd were injured, but a quiet inoffensive man named Giles, who was homeward bound, received a shot in the right leg, and another man, named Marks was wounded in the arm. After a large number of shots had been fired, the crowd hurried down Sussex street to St. Patrick street, firing several shots through the windows of the Revere House, but injuring no one. They marched down St. Patrick street in a noisy manner until Villeneuve's House was reached, and the first intimation the members had of their appearance was a shower of stones sent through the windows, several persons were injured. A scene of the wildest excitement ensued which was made more terrible by the firing of revolvers. The women screamed and rushed out in every direction, several fainted and were subsequently found secreted in corners and other places. The police all this time were following the crowd and made several arrests, but had not succeeded in breaking up the gang. Father Malloy's home was next attacked and several windows were broken. Then Larocque's Hotel and other places suffered, several persons being wounded. The next move was up Dalhousie street where a constant fire was kept up until the corner of George street was reached, where two others were shot and several persons struck with missiles. At this point other arrests were made and the police succeeded in breaking up the gang which scattered in every direction. The whole of lower town had by this time been awakened and the greatest excitement prevailed. The streets were soon crowded, but the police, under chief Langrell and sergeants Hornidgee and Okeife, kept moving about and before 1.30 a.m., succeeded in inducing the crowd to disperse. Before two o'clock everything was quiet and the trouble was over.

The wounded, as far as can be ascertained, are: J. Marks, shot in the arm; Gilbert Allere, Murray street, shot in the arm; W. Taylor, shot in the hand; J. Borthwick wounded in the arm; P.C. Hugh McKenna, shot in the leg; Giles, shot in the leg; Kelly, skull injured by a stone; R. O'Neil, shot in the leg; P. Conway, Beaten with a stick; P.C. Mitchell, struck with a rock; J Larocque, cut over the right temple with a stone. Mr. Williamson had a narrow escape, bullets passing through his hat; Mr. W. Bedard, whilst removing Giles to Dr. Rouleau's surgery, had a bullet whistle past his ear in too close proximity to be pleasant. P.C. Raine had a portion of his whiskers removed by a bullet.

Several other persons are reported injured, but their names are not as yet known.

The following arrests were made during the row:- Andrew Foster, Ennis Fabien Larocque, Isadore Larocque, Wm. Limbourin and S. Campbell.

03/09/1878 *Ottawa Free Press* *St. Lawrence and Ottawa*

Commencing today a passenger train will be despatched daily for the East leaving Ottawa at 2:30 p.m. a through car for Montreal will accompany this train, thus avoiding change of car at Prescott.

30/11/1878 *Ottawa Citizen* *St. Lawrence and Ottawa*

Mr. Reynolds's private car arrived yesterday at the St. Lawrence and Ottawa Railway Station. It has been completely refurnished and renovated throughout, new carpets, chairs, sofas, &c, having been added until the car presents an appearance of comfort and elegance seldom surpassed. The coach has been painted a bright colour and on the sides are well executed cuts of the English and Canadian coats of arms. The work was done in the Grand Trunk workshops in Montreal and reflects great credit upon the skill of the Company's artisans.

05/12/1878 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Residents in that vicinity have asked us to request the railroad authorities to remove the unsightly sign post at the Dalhousie Street Crossing. They say it can be of no use, as there is no inscription on it at all.

31/12/1878 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Workmen have been employed for the last couple of days on the Government car, "The Intercolonial" which has been lying at the St. L. & O. R.R. depot of late. It appears that the heating apparatus was allowed to freeze up, and as a result, considerable damage resulted.

03/01/1879 *Ottawa Free Press* *St. Lawrence and Ottawa*

The snow plough engine came through from Prescott to the city at an early hour this morning, clearing the track for the regular trains. The drifts were found to be heavy in places.

13/01/1879 *Ottawa Citizen* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway Company have just placed on their line a new and elegant sleeping coach called "Rideau" intended for the accommodation of passengers between Ottawa and Prescott.

16/01/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

The Intercolonial car at the St. L. & O railway depot was slightly injured by another car raking it at the end as it lay on the siding.

29/03/1879 *Ottawa Citizen* *St. Lawrence and Ottawa* *Billings Bridge*

An accident occurred yesterday, on the St. L. & O. Railway, at Billings bridge, which will probably result in the death of a man named William Vosper a resident of this city. It appears that Vosper was standing on the top of one of the cars, and was struck on the head, as the train passed under a bridge. The unfortunate man was brought to the city, and Doctors Church and Carmichael rendered the necessary medical assistance. It was found that he had received a severe cut on the forehead, and his injury is considered dangerous. He was subsequently removed to the Protestant Hospital, where he now lies in a low condition. Vosper is a young man and unmarried, and was for some time employed as a gardener, by Mr. Thomas Reynolds. Of late, he has been out of employment

02/04/1879 *Ottawa Citizen* *St. Lawrence and Ottawa*

SOMEWHAT IMPROVED

The condition of the unfortunate man Vosber, who met with such a serious accident recently on the St. Lawrence & Ottawa Railway is considerably improved, and hopes are entertained of his ultimate recovery.

23/05/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

A large frame building has recently been erected in the station yard of the St. Lawrence and Ottawa Railway, for the accommodation of the "Intercolonial," the Governor-General's special car, and Mr. Thomas Reynold's private car, to protect them from the weather. The double track runs into it.

06/06/1879 *Ottawa Free Press* *St. Lawrence and Ottawa*

The trains on the St.L.O. & O. Railway will run on Ottawa instead of Montreal time in the future. On Monday next the morning train will leave at 10.52 and the afternoon train at 2.15. The morning train will arrive at 7.10 and the afternoon train at 3.55 and the evening at 6.30.

25/08/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Billings*

The St.L. & O. R.R. authorities are engaged extending the siding and otherwise improving the station and grounds to be used by the exhibitors at the forthcoming Dominion Exhibition. The station is within half a mile of the grounds, and it is intended to furnish such facilities as will make it convenient to unload everything intended for the exhibition.

25/08/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

The St.L. & O.R.R. authorities are about rebuilding and extending their docks at Prescott.

10/09/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Billings*

The St.L. & O. R.R. exhibition station. The sidings and station buildings at Exhibition Landing, St.L. & O.R.R. are now about completed. They are sufficiently extensive to accommodate all probable exhibitors, and the nearness of the station, about 3/4 of a mile to the exhibition grounds, will reduce the care and anxiety of exhibitors to a minimum.

12/09/1879 *Almonte Gazette* *St. Lawrence and Ottawa*

ACCIDENT.- a sad accident occurred about four miles from here on Friday last. Mr. John Carmichael, a respectable farmer residing about three miles east from here was at Kemptville, and was drinking until he had become very much intoxicated. He then started for home, following the St. L. & O. R. R. track. When he had gone about 2½ miles he, feeling wearied, resolved to lie down and rest, and did so close to the track. When the 12 o'clock p.m. train, going from Ottawa to Prescott, startled him out of his sleep, he rose up and threw his legs over the rails just in time for the train to pass over them, severing them below the knee. He remained unconscious until about noon the next day, and died during the afternoon. He leaves a wife and family to mourn his loss, who will have the sympathy of the whole community. The above case should be a warning to everyone especially to those addicted to strong drink.

14/11/1879 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

At the Chaudiere station of the St. Lawrence and Ottawa Railway are to be seen daily cars belonging to four of the American railroads, which are being loaded with lumber for the other side. Owing to the high rates by water a good deal of lumber is being shipped by rail this fall.

25/12/1879 *Ottawa Citizen* *St. Lawrence and Ottawa* *coal*

There are at the St. L&O Railway depot ten dump cars loaded with coal for McRae, Ahearn & Co. These cars are the first of the kind that have arrived in Ottawa and came through the mines of the Delaware and Lackawanna Coal Co.

25/03/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

The St. Lawrence & Ottawa Railway company have replaced its old car slip at Prescott, by a new and improved one.

12/08/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

A handsome new locomotive for the St. Lawrence and Ottawa Railway left for its destination this afternoon from the Canadian Locomotive Works. Kingston News.

24/08/1880 *Ottawa Free Press* *St. Lawrence and Ottawa*

A new weigh house has been constructed at the St.L.& O.R.R. yard.

30/08/1880 *Ottawa Free Press* *St. Lawrence and Ottawa*

The St. L. & O. Railway company is constructing a siding to Mr. McClyment's mill in New Edinburgh.

04/09/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

The Grand Trunk station at Prescott Junction is to be removed further west, immediately north of the town, when the St. L. & O. will likely run their branch to the same point. The dining hall at the Junction has been demolished, dining cars now being attached to all Grand Trunk express trains.

08/10/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

Of late there has been a decided improvement in the management of the St. L. & O. Trains no longer move along at a snail's pace but make good time. The greater proportion of the road has been newly steeled much to the comfort of the passengers who can make the trip to Prescott without having the bottom knocked out of their ear drums. There are several miles yet to steel in the vicinity of Prescott Junction, which, when completed, will put the line on the list of first class roads. Mr. Peden, the assistant manager is a line man and is making things "boom" from a railway standpoint. The freight traffic has been unusually heavy and the passenger travel too has picked up wonderfully.

21/10/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *Prescott*

The G.T.R. authorities are to stop running the branch train from the junction into Prescott this week.

09/11/1880 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott*

The St. Lawrence and Ottawa Railway company have commenced running trains west over the Grand Trunk Railway to the Union Station at the west end of Prescott. The old station at Prescott Junction has been dispensed with and the work of demolition is now being proceeded with. Travel on these lines has greatly increased of late and present appearances augur well for the success of these roads as the managers have decided to run a line of palace cars through between Ottawa and Toronto and the elegant sleepers between the same points which enterprise must prove exceedingly beneficial to the travelling community, and will doubtless be appreciated by all travelling over this favorite road.

01/12/1880 *Ottawa Citizen* *St. Lawrence and Ottawa*

It is understood the St. L&O will further improve their track in the spring. The road is now running in splendid condition. Recently a sort of "lightning express" was run from Ottawa to Prescott in one hour and fifteen minutes. To those who remember the three and four hour journey of other days, the improvement under the new management will be better appreciated.

29/12/1880 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

The St. L. & O. Railway are constructing a new shed for the accommodation of Pullman Palace Cars,

31/12/1880 *Ottawa Free Press* *St. Lawrence and Ottawa*

Mr. J.O. Charlebois has the contract for erecting a large frame building which the St. Lawrence and Ottawa Railway are having put up in a corner of their yard. It is to be used for storing pressed hay, ice, etc., while waiting transportation.

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

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

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

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

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

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

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

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

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

Railway Accident
Miraculous Escape

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

26/02/1881 *Ottawa Free Press* *St. Lawrence and Ottawa* *locomotive*

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

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

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

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

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

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

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

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

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

18/04/1881 *Ottawa Citizen* *St. Lawrence and Ottawa* *locomotive*

The St. L&O Railway are rapidly replacing that portion of the line laid with iron with steel rails, five miles and a half being laid last week with the latter. The engine used for years past by Mr. Hiram Loomis on the St. Lawrence and Ottawa Railway has been sent to Montreal to be rebuilt. Hiram is anxiously awaiting its repairs, as it is one of the best engines on the line.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

28/07/1881 Ottawa Free Press St. Lawrence and Ottawa

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

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

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

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

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

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

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

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

Fatal Railway Accident

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

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

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

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

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

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

A splendid new locomotive constructed in England for the St. Lawrence & Ottawa railway, arrived in the Montreal workshops last week where the finishing touches will be given it. It is intended as a yard engine for the Lower Town depot of the railway named and will be under the control of engineer Thomas O'Neil. The newly reconstructed St. Lawrence & Ottawa railway locomotive Countess of Dufferin made quick time under engineer Hi Loomis on Friday last. Although starting behind time at Prescott, the train to which the Countess was attached arrived in Ottawa five minutes ahead of time. His engine is a credit to the road and Hiram knows how to make her fly.

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

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

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

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

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

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

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

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

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

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

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

08/11/1881 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

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

15/11/1881 Ottawa Free Press St. Lawrence and Ottawa

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

18/11/1881 Ottawa Citizen St. Lawrence and Ottawa locomotive

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

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

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

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

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

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

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

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

Accident to the Transit.

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

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

New Engine

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

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

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

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

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

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

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

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

06/01/1882 Almonte Gazette St. Lawrence and Ottawa

The directors of the Canada Pacific railway, having obtained control of the St. Lawrence and Ottawa railway, intend, it is said to make that line chiefly a freight line, and send all the through passengers for the west, at least, via Carleton Place.

11/01/1882 Ottawa Citizen St. Lawrence and Ottawa Chaudiere

Mr. Archer Baker yesterday inspected the branch line of the St. Lawrence and Ottawa Railway with a view to ascertaining what is necessary to be done to put the track into good condition.

17/01/1882 Ottawa Free Press St. Lawrence and Ottawa

Hi Loomis, the well known locomotive engineer of the St. Lawrence & Ottawa Railway will remain at the Lower Town station, taking a train to Prescott and back daily. The other engineers will run into the Union station.

18/01/1882 Ottawa Free Press St. Lawrence and Ottawa

City by law referring to the original by-law of 1853.

His Excellency the Governor General arrived in Ottawa at the Lower Town station of the St. Lawrence and Ottawa Railway, yesterday shortly before noon where a cordial greeting awaited the Vice-Regal party. The inclement state of the weather, which completely upset all official preparations in the shape of a private reception, also prevented a very large gathering of citizens to welcome the Marquis once more to Canada. His arrival was pretty confidently looked for on Sunday evening, and numbers of persons, in expectation of the event, flocked to the station only to be disappointed with the news that snow drifts blocked his way. -- Several hours of delay were caused by drifts on the Grand Trunk. The lines of the Intercolonial and the St. Lawrence and Ottawa, though both exposed to the worst effects of heavy drifts, were kept well open and the authorities in charge deserve every credit for the manner in which they successfully fought the worst storm of the season. His Excellency left Prescott at ten o'clock and proceeded to Ottawa by special train, which was in charge of Conductor O'Neil who made the trip in one hour and a half, good time when the state of the rails in such weather is taken into account. The Vice Regal train was preceded by a pilot engine, and it may also be stated that the main lines in several places yesterday, engines with snow ploughs were at work keeping the track clear. Large crowd assembled -- A salute was fired from Nepean Point. The Vice regal party drove to Rideau Hall.

THE ST. L. & O. R.

On Wednesday last a new order of things went into force on the St. Lawrence & Ottawa Railway, and now only one mail train each way is run daily, and with no night trains. This is the first move toward downgrading the line to the position of a second-class freight road, and so far as communication with the capital is concerned the people of Prescott are in a worse position today than they were fifteen years ago.

On the first of April the machine and repair shops here will be removed to Carleton Place and from 25 to 30 families will be taken from town. This will be a severe blow to Prescott. In fact we have reason to curse the hour and the party that brought this hideous monopoly into existence. Are the people of Prescott going to "grin and bear it" or all they going to see if they have any rights which this soulless corporation must respect. Prescott's quota towards the construction of the St. L. O. was £25,000, was this money given that we might have a third-rate freight line between here and the capital, or was it given with the intention of having a first-class road? Manifestly the latter.

It is the duty of the Mayor and Council to give this matter a searching investigation; to find out whether or not the Syndicate can be forced to abandon their present intention of ruining the railway. If justice cannot be had then let us join Ottawa, Kemptville and other interested municipalities and "fight it out on that line if it takes all summer."

There is no use handling the matter with kid gloves. The Syndicate means to kill one of the finest short roads in the country and if they can be frustrated in their design let it be done.

The loss Prescott will suffer from the changes already made and about to be made, will, at a low estimate be \$50,000 a year

Messrs. Hiram Loomis, Frank Daniels and Thomas O'Neil are the only three locomotive engineers kept actively engaged at present on the St. L. & O. road. The passenger train is brought in and out by Engineer Loomis, Messrs. Daniels and O'Neil doing the freight and shunting trains respectively. The other engineers, Messrs. Manion, Brackenbury, Wallace and Horan are held in reserve, and it is probable that their services will be brought into requisition shortly.

For Winnipeg - Mr. Frank Daniels, of Prescott, brother of Mr. Samuel Daniels, of the Windsor House here, who has been for nearly fourteen years on the St. Lawrence and Ottawa Railway, and known as one of its most trustworthy employees, has been selected to take a new engine to Winnipeg for the Canadian Pacific Railway. The engine is at present at Brockville. Mr. Daniels' long experience as an engine driver on the St. Lawrence and Ottawa Railway renders him well fitted for the task entrusted to him.

A special train from Prescott under the charge of Conductor O'Neil arrived here last evening having on board Mr. Archer Baker, Superintendent of the line, and Mr. Spencer, Paymaster of the Road. The train left Prescott at 5.35 p.m. and the run to Ottawa was made in one hour and thirty-seven minutes. The train goes back at 9 a.m. today taking out Messrs. D. McIntyre, Van Horn [sic] and other prominent parties connected with the road.

Mr. Frank Daniels, locomotive engineer of the St. L. & O. R.R. will take an engine to Winnipeg for the C.P.R.

A special train left the St. L. & O. R.R. depot this morning at 9 a.m. with Messrs. McIntyre and Van Horne aboard for Prescott.

A special train in charge of conductor Terry O'Neil with Mr. Archer Baker on board, made the distance from Prescott last night on the St. L. & O. R.R. in one hour and thirty-seven minutes.

THE ST. L. & O. R.

At a meeting of the Ottawa city council held on Friday evening last a series of resolutions condemning the actions of The Syndicate in reducing the St. Lawrence & Ottawa Railway to the position of a freight line, and calling the attention of the government and all interested in the road to the matter were unanimously carried. Ottawa has done well in thus taking the initiative and should be followed by every municipality through which the road passes.

What is Prescott going to do about it?

This Town contributed \$100,000 to the construction of the St. L. & O. Railway and those who have lived in Prescott for a number of years know the struggle the town had to pay that debt. Local improvements were at a standstill, taxation was heavy, and all classes groaned beneath the burden but they bore it loyally.

Was the town thus burdened by debt, were our local improvement kept to a standstill simply that we might have a second-class freight line between Prescott and Ottawa? Emphatically no. Did the town contribute to the construction of the railway with any intention that the workshops and rolling stock of the road should be transferred to a rival line, and our town stripped of a part of its population? Was it true that any of these ends in view that Prescott patiently bore the incubus of debt for so many years? Again decidedly no!

Then what is the town going to do about it?

Are we going to take any steps to see if we have rights this railway octopus must respect? Are we going to take any steps to prevent if possible the ruin of a first-class road and the removal of its workshops and part of its rolling stock to arrival line?

If anything is going to be done let it be done at once.

Let us not submit to this monstrous injustice with an effort to preserve our rights.

At this stage of the proceedings we look for immediate action on the part of the Mayor and Town Council.

There is no use writing whining letters to party leaders; that's not the way to get the redress. Other end more bold steps must be taken and these at once. If we have no redress let us know it. If we can obtain Justice let us have it, no matter what the cost. These are public sentiments.

A number of the old employees of the St. Lawrence and Ottawa Railway who have been retained in the service of the Canadian Pacific Railway Company have removed their residences to Upper Town and the Flats in the vicinity of the Union Station.

INTERVIEW WITH MR. BAKER

On Saturday last the committee appointed by the Town Council had an interview with Mr. Archer Baker, superintendent of the Eastern section of the C.P.R., with respect to the rumoured removal of the St. L. & O. workshops from Prescott, and other changes to that Railway.

Mr. Baker received the deputation courteously and as far as possible unfolded the plans of the owners of the St. L. & O. A. with regard to its future management as concerns Prescott. Mr. Baker said it is not the intention of the Syndicate to remove the workshops from this town, but that in future a different class of work would be done here, and consequently a different class of workmen would be employed. Employment, however, would be given to more men than in the past. It is the intention of the Syndicate to manufacture here the fish plates, bolts and frogs required over the entire length of the Canada Pacific. The doing of this work will involve an extension of the shops now located here. It is also the intention of the Syndicate to put together at this place the engines required for the C.P.R., and the first consignment is now en route from Scotland. Mr. Baker further said that it is intended to make the St. L. & O. R., the principal line for shipment of freight to the Eastern States and the Utica & Black River road have now under contract the construction of a car slip at Ogdensburg to facilitate that traffic. The Canada Pacific Syndicate have also made arrangements with the Beaver line of steamships for the carrying of the Montreal freight and Eastern Canada freight from New York the freight to be handled by the lines of the New York Central, Utica & Black River, St. Lawrence & Ottawa, and Montreal, Quebec, Ottawa & Occidental Railways. It is intended also to make the St. L. & O., the principal line for American passenger traffic and commencing Wednesday, March 1st., another express train will be run daily leaving Ottawa at 7 a.m. dep Prescott at 4 p.m.

Mr. Baker further intimated to the Committee that McLaughlin, the great lumber manufacturer of Arnprior, contemplates opening a mammoth yard here for the calling of lumber for American shipment.

The above is the substance of the interview with Mr. Baker, and it is certainly a cheering one for Prescott, as the arrangements above mentioned will not only give employment to a largely increased staff here, but will in many other ways add to the prosperity of the town..

27/02/1882 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

Three St. Lawrence and Ottawa locomotive headlights were used in illuminating the Government House grounds at the toboggan party Saturday night.

22/03/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

Some of the new engines for the C.P.R. have arrived, and one, or more of them will probably each Prescott this week. They will come to Morrystown and will be brought down by the Transit

A change has been made in the running time on the St. L. & O.R. Trains now leave Prescott at 6 a.m. and 2.30 p.m. and arrive at 12 m. and 3.50. This change will be appreciated.

29/03/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

One of the engines recently arrived from Scotland for the C.P.R. was put together and the painting completed yesterday. It will be sent to Winnipeg at once.

Twelve cars, containing parts of the new engines for the C.P.R. arrived here last week. They were brought from across the river at Brockville, and then brought to Prescott by way of Ottawa.

05/04/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

The new locomotives for the Canada Pacific come in free of duty, and this notwithstanding the fact that there are locomotive works in Canada. Truly the Syndicate have got a soft thing.

03/05/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

New Engines.

Twelve of the new engines for the Canada Pacific Railway have been put together at the shops here and shipped to the northwest, six more are now under way. The new engines are fine, large, powerful machines with very little fancy work about them, having been built with a view to do heavy work. They are considerably larger than the engines in use on roads in this section.

17/05/1882 Prescott Telegraph St. Lawrence and Ottawa Prescott

Piece by piece the machinery in the St. L. & O.. Railway machine's shops here is being removed to other places and before long the shops will be closed and the men removed - perhaps dismissed.

Prescott has a reason to regret the day that brought into existence the terrible octopus known as the Syndicate, for it has proved a curse to this town.

The fine railway for which the people of Prescott so patiently bore for long years the burden of heavy taxation has been degraded to the position of a second-class freight road. The workshops which all people were led to believe when they gave the bonus would always be located here, have been or are being removed. Already our town has lost a number of its best citizens through the change and others are going - and the end is not yet.

And what about the hard working laborers and mechanics who have invested the hard earned savings of almost a lifetime in what they fondly supposed was to prove a permanent home. These men are being removed. Their property is next to worthless. It is doubtful if they can ever rent it at any price. What has cost years of struggle and careful saving to obtain is in a few months made almost valueless. But, what cares the Syndicate? or what cares the government which gave it the power to work desolation and ruin? The first seeks wealth, the last power and office, and neither cares how it is obtained, neither cares how many working men are trampled under their feet if they but attain the object of that ambition.

Working men, is it not time such monopolies were crushed? Is it not time that a government which only legislate in the interest of the wealthy, which gives rich and powerful corporations legal right to amass still greater wealth and power at the expense of the poor, struggling workman, should be wiped out of existence? Think the matter over carefully. Depend not on promises. They have been made already, but only to be broken.

Remember that neither the government nor it's Syndicate octopus care for aught but wealth and power at your expense.

And remember above all things that you have the remedy in your own hands. Down with monopolies! Down with governments that create them!

Your votes are the remedy.

06/06/1882 Ottawa Free Press St. Lawrence and Ottawa Prescott

Twenty new and powerful locomotives, built by Dubbs & Co, of Glasgow, have been imported recently by the C.P.R. The locomotives were put together at Prescott, being shipped in pieces to this country. Ten other locomotives will shortly arrive from the same place for the same road.

27/06/1882 Ottawa Free Press St. Lawrence and Ottawa Prescott

Another consignment of new locomotives for the C.P.R. have arrived from Scotland, and will (be) put together at the workshops as soon as possible.

29/06/1882 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

Yesterday the passenger train in connection with the Royal Mail steamers at Prescott started to run from the Lower Town depot for the first time. It leaves Ottawa at 7 a.m.

07/07/1882 Ottawa Free Press St. Lawrence and Ottawa Prescott

Ten new Scotch locomotives recently arrived are being put together at the C.P.R. workshops in Prescott. They will be put on the new section lying between Fort William, Thunder Bay and Winnipeg.

13/07/1882 Ottawa Free Press St. Lawrence and Ottawa

Mr. Calum Davis, who has resigned his position on the St. L. & O. Railway, is now engaged on the Canada Pacific as locomotive superintendent.

05/09/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

Traffic on St. L. & O. Railway between Chaudiere Junction and Chaudiere has been suspended until further notice. All freight will be forwarded from Sussex street station.

Archer Baker, General Superintendent.

20/10/1882 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

While performing shunting operations the railway employees of the Canadian Pacific Railway are in the habit of leaving the gates extending across the St. Lawrence and Ottawa branch closed, thus frequently necessitating the public who are driving that way to leave their horses and vehicles to open them. Complaints are at all events being made to that effect, and a little attention to the matter would save the travelling community a good deal of trouble.

28/10/1882 *Ottawa Free Press* *St. Lawrence and Ottawa*

All of the engines except two of the St. Lawrence & Ottawa Railway have been transferred to the Canadian Pacific.

30/10/1882 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The old St. Lawrence Railway station at the Chaudiere has been converted into a paint shop for the C.P.R. This work has heretofore been done at Prescott.

02/11/1882 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River bridge*

The Condemned St. L. & O. Bridge.

The whole river between the Canadian shore and Sister Island seemed to be moving this morning, when the car ferry boat, Transit, with a huge scow alongside, came slowly towards our dock. It seems that a consignment of twenty-eight carloads of railway and bridge timbers for the C. & L.C. Railway had been purchased back of Ottawa, and could not be taken over the St. L. & O. road because of the condemned bridge. It was accordingly ordered to be sent here, the first shipment arriving yesterday. Two cars were put on the Transit and two more on the scow, when they started for home. They will ferry the whole 29 cars from here. Brockville Recorder, 1st.

26/01/1883 *Ottawa Free Press* *St. Lawrence and Ottawa* *White Bridge*

The St. Lawrence & Ottawa Railway are having the trestle work of all the bridges along their line reconstructed at a height of seven feet above the cars. This will ensure the safety of brakemen, one of whom, Michael Nidd, was killed some years ago by being knocked off a train in crossing the St. L. & O. R.R. bridge over the Rideau. The company's action is in accordance with a law passed in the Dominion Legislature requiring trestle work on railroad bridges to be constructed seven feet higher than the tops of the cars.

29/01/1883 *Ottawa Citizen* *St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway Company are having the trestlework of all their bridges reconstructed so that there shall be seven foot clear headway above the top of the cars, thus giving greater security than formerly to the brakemen on the freight cars.

31/01/1883 *Ottawa Free Press* *St. Lawrence and Ottawa*

London, England, January 31- The bond holders of the St. Lawrence & Ottawa Railway Company held a meeting yesterday, at which the report of the committee appointed to consider the offer of the Canadian Pacific Syndicate was received and discussed. A recommendation to refuse the offer was unanimously adopted by the meeting.

06/03/1883 *Ottawa Citizen* *St. Lawrence and Ottawa* *Prescott*

The last of the employees in the blacksmiths shops of the St. Lawrence and Ottawa railway leave here on Monday for Montreal. Only a few men are being retained here to keep up repairs on engines and cars.

22/10/1883 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

The western branch of the St. Lawrence and Ottawa Railway will be reopened shortly.

23/10/1883 *Ottawa Citizen* *St. Lawrence and Ottawa*

Fifty carloads of lumber left the St. Lawrence and Ottawa Railway yards yesterday.

19/05/1884 *Ottawa Citizen* *St. Lawrence and Ottawa* *Rideau River bridge*

The work of repairs to the St. Lawrence and Ottawa Railway bridge which was considerably damaged by the spring freshet has been completed.

09/06/1884 *Ottawa Free Press* *St. Lawrence and Ottawa* *Rideau River bridge*

The St. L. & O. railroad bridge across the Rideau river is a very peculiar looking structure just now. It is all braced up between the piers with truss work, presumably to ensure safety of the engine, train and passengers from falling through. An iron bridge would be a good thing over the Rideau at that spot.

24/07/1884 *The Equity, Bryson* *St. Lawrence and Ottawa* *Sussex Street*

Some days ago a brigade of canoes reached Rockcliffe under the direction of Mr. Whitman, a Hudson Bay trader. The Indians making up his party had never seen a locomotive before and when the train came into Rockcliffe they cheered and jumped wildly.

28/07/1884 *Ottawa Citizen* *St. Lawrence and Ottawa*

Sets out a number of staff changes which include the suggestion that the St. Lawrence and Ottawa is being integrated into the CPR.

06/08/1884 *Ottawa Free Press* *St. Lawrence and Ottawa*

A large force of men are at present employed effecting necessary repairs and reconstruction along the line of the St. Lawrence & Ottawa railroad.

22/09/1884 *Ottawa Citizen* *St. Lawrence and Ottawa*

Advertisement of St. Lawrence and Ottawa Railway time table taking effect on 22 September 1884.

11/05/1885 *Ottawa Free Press* *St. Lawrence and Ottawa*

The men on the St. Lawrence & Ottawa railway still complain that they have not received any pay this year save for the month of January. The men are suffering great privations; and many of them are unable to obtain upon credit the necessities of life. Their case is really a hard one.

16/07/1885 *Ottawa Free Press* *St. Lawrence and Ottawa*

Last evening the passenger train of the St. L. & O. railway was coming to Ottawa it had a narrow escape from an accident. In front of the passenger cars were several loaded coal cars. The flooring gave way in one of the latter and caused an obstruction which, had the train being going fast, could not have failed to cause serious damage. It was perceived in time and the train brought to a stand until the mischief was repaired.

22/08/1885 *Ottawa Free Press* *St. Lawrence and Ottawa* *Ottawa, Broad Street*

The new arrangement under which the trains of the St. Lawrence & Ottawa railway will start from the Union station at the west end of the city instead of the old Sussex street station comes into operation on Monday next. The change is anything but popular among the Lower Town residents.

01/05/1891 *Kemptville Advance* *St. Lawrence and Ottawa* *Kemptville*

An incoming train, a few days since, on the St. L. & O. Division was the cause of considerable excitement for a few minutes, A team of mules, with which a small boy was ploughing in a field beside the track ran away and dragged the youthful teamster all over the field. Some live stock, the property of Ambrose Clothier, manifested a great desire to dispute the passage of the train on the track, but were finally induced to give it up as a bad job.

02/06/1892 Kemptville Advance St. Lawrence and Ottawa Kemptville

Daniel O'Connor, of Papineauville, Que., formerly of North Gower passed here on Saturday as conductir of a workking train which had 16 cars of railway ties to be distributed along the St. L. & O. branch

25/08/1892 Kemptville Advance St. Lawrence and Ottawa Bedell

A Daring deed

While Mr. and Mrs. Hadden of the junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. hagged fortunately saw the danger ahead and averted an accident. Had it been a passenger train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

03/11/1892 Kemptville Advance St. Lawrence and Ottawa Kemptville

Travelling in Splendor

A handsome locomotive and coach passed south on Tuesday with Col. Smith, president of the Central Vermont railway, and a party on a pleasure trip. The engine is a beauty and shows a speed of 70 miles an hour but is commonly run at the rate of a mile a minute, The boiler is very long and low down and erected over it is a heated cab, luxuriously appointed and giving accommodation for about a dozen people and commanding a splendid view of the country. The engineer works behind in a most comfortable compartment, separated by glass, through which he sees through the car ahead of him. Everything in the way of machinery to be seen is either brass or nickel plated

14/08/1926 Ottawa Citizen St. Lawrence and Ottawa Kemptville

The swank Steamboat Express, pride of the St. Lawrence and Ottawa in the seventies.

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

03/07/1937 Ottawa Citizen St. Lawrence and Ottawa Sussex Street

When Thomas Reynolds was general manager of the St. Lawrence and Ottawa Railway, he used to have a handsome private car which was kept in a tin covered shed back of where the T, Sidney Kirby Co. is now located on Sussex Street opposite Queen's wharf.

27/09/2016 Kitchissippi Times St. Lawrence and Ottawa

A window into the 1870s is unearthed

A planned excavation of an old railway site has begun to yield some exciting results. The archaeology firm working next to the City Centre building by Bayview Station set off on a dig not knowing what to expect from their efforts. However, they have discovered the well-preserved foundation ruins of the original 1871 turntable and engine house, which is a marvel to see. A window into the 1870s, this stone, brick, wood and iron discovery dates back to the birth of the neighbourhoods surrounding the site. Hintonburg, Mechanicsville, Bayswater and the Preston areas owe their early development to the establishment of the railroads in the area. The rail workers purchased small builder lots, built modest wood homes nearby, and toiled in difficult and often harsh working conditions at the rail yard. You can almost picture these Kitchissippi pioneers working on this site, in what was then strictly an industrial area.

The excavations have been performed at two different sites. One is the original 1871 turntable, which was used to move train engines into service or storage bays, or to simply turn them around for their return journey. The turntable was located next to a small rectangular engine house, which was destroyed by fire in 1883.

A new, larger turntable and roundhouse was constructed in late 1883 slightly to the west, and part of this roundhouse too has been exposed by the archaeologists. The stone circumference surrounds a number of individual bays, constructed of neatly laid brick, where the engines could be serviced from underneath.

What is most impressive is how well both sites are preserved. It is not just a pile of old rubble in the formation of an old industrial structure. Many features are still as evident as the day they were covered up. The researchers did not have to dig far either – the structures were located only a foot or two down.

The 1883 roundhouse was destroyed by fire in 1910. This is significant because a new roundhouse had to be built. The CP Railway decided to build a much larger roundhouse and expand their yard to the west so they purchased all the houses in the neighbouring subdivision off of Bayview Road (on what was called Alonzo Street), tore them down, and built the new roundhouse which opened in the Spring of 1911. This is on the location of what is now the Tom Brown Arena. (The 1911 roundhouse was demolished in 1968, and Tom Brown was built in 1977). Had it not been for the fire of the 1883 roundhouse, it is likely that Alonzo Street and its houses would still stand today on this spot!

The future of this archaeological find of local history is cloudy. At present, there are no plans to preserve the unearthed turntable and there is no requirement on the part of the developer, Trinity, to do so. It would be wonderful if this important piece of local railway history could be preserved in some way – either as a feature of the new condo building itself or in its courtyard. Steam railroads and their importance have become a thing of the deep past; having an authentic exhibit such as this would be an incredible educational piece. It would be an ideal monument, especially for those of us with deep family ties to the workers who spent their hard-working days on this site and helped build Hintonburg and Mechanicsville so many years ago.