

# Local Railway Items from Ottawa Papers - 1865-69

**01/01/1865**    *Ottawa Citizen*

Missing 1 1 1865 to 5 15 1865.

**09/01/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

The Ottawa and Prescott having, in effect, become annexed to the Grand Trunk, the citizens of Ottawa, we are lead to believe, propose to mark their appreciation of an event so pregnant with beneficial results, by inviting Mr. Brydges, the Manager of the Grand Trunk, to a public dinner in the city.

Centralization of railway management is now proposed in Great Britain; as it exists already upon the continent; and in Canada the tendency is decidedly in the same direction.

Interested as the people of Ottawa are in the extension of railway communication with the Upper Ottawa, it may reasonably be supposed that the occasion of this public demonstration will be availed of to combine influences of all legitimate kinds towards securing the object of such vital importance to the commercial community. The business relations arising out of the recent change of management of the Ottawa and Prescott Railway must necessarily bring Mr. Brydges more in contact with the people of Ottawa.

In view of these facts alone, and eschewing all political considerations whether affecting Grand Trunk management in the past or otherwise, this demonstration is simply intended for the benefit of the community. If such is the aim of those who have inaugurated this movement, we should be untrue to the position we fill as advocate of Ottawa interests did we fail to recognize its value.

**16/01/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*                      *Prescott*

The Prescott Messenger says: - On the 1st of January instant, the entire interest of the Ottawa and Prescott Railway Company was handed over by the representatives of that company to the Grand Trunk Company, and within a few days the old Grand Trunk Railway station will be deserted. All the books of the office, the freight, clerks and all, will be removed to the Ottawa and Prescott Railway Station where, hereafter, the work will be done. No trains will hereafter stop at the St. Lawrence Street station. Before all passenger trains are due East and West, local trains will leave the station at the foot of Water street for the Junction, where the passengers will tranship themselves, and, after the main train has passed, the local train will return. Additional office and freight accommodation will be required; and before a year elapses, we do not doubt, the appearance of things in the vicinity of the depot will be very much changed by the buildings which will be erected. In the meantime, however, the present premises will have to suffice.

Very few people have any idea of the business which the Grand Trunk has built up at this point, and which we are glad to see is on the increase. Of course the present passport system tends to injure the passenger traffic, but the freight business, being left to itself, goes on expanding, as may easily be seen in the largely increased exports and imports at this Port. Our total amount of exports for the year 1863 amounted to \$923,636; the last quarter of the year, when the railway connection had just been perfected, furnished of this about half, viz. \$305,345. Last year the exports show a gratifying increase, of over 50 per cent amounting in all to \$969,512 (sic). The imports also present an equally favorable aspect. The total imports for 1863 were \$944,123; for 1864 they were \$1,615,467, showing an increase of nearly three quarters of a million dollars - a most gratifying result as showing the increased traffic by the Grand Trunk Railway.

**18/01/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*                      *Ottawa*

We are given to understand that a meeting of the Directors of the Ottawa and Prescott Railway Company was held yesterday. R. Bell, Esq., M.P., having tendered his resignation as President of the Company, W.H. Reynolds, Esq., was elected President, resigning his office of Vice-President, which was filled by the election of C.J. Bridges (sic) Esq., as Vice-President. Mr. Joseph Mooney resigned his office of Secretary and Treasurer, and Mr. B. Billings, was temporarily appointed to that office.

**18/01/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*                      *Ottawa*

The complimentary dinner to Mr. Brydges took place Monday evening.  
Very full account, bill of fare, speeches etc.

**24/01/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

Mr. W.C. Spicer has been appointed superintendent of the Ottawa and Prescott Railway Company, and Mr. W.H. Debttor is second in charge.

**14/02/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

Full report of the debate on the bill to amalgamate the Ottawa and Prescott Railway with the Grand Trunk. Referred to Committee. (virtually illegible)

**23/02/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

Mr. Clark, solicitor for the town of Prescott is here opposing the Ottawa and Prescott Railway amalgamation with the Grand Trunk, on the grounds that it amounts to confiscation of that town's advances of \$200,000. The Grand Trunk gets unlimited powers under the Amalgamation Bill to spend money for improvements, and contributes, besides interest and sinking fund on the Ebbw Vale Company's bonds, as first mortgagee before the towns of Ottawa and Prescott as joint second mortgagers. Prescott contends likewise that the alteration of the gauge will injure it by destroying its American connections, preventing the interchange of cars. It, besides, opposes amalgamation, on the high ground of damage to the public interests. Prescott holds the Grand Trunk has a good bargain, and ought to become responsible for its debt of \$100,000 to the Municipal Loan Fund, created for the railway. The claims of judgment creditors are wiped out altogether by the bill. It has passed the second reading and goes before the Railway Committee. Here, as in the case of Brantford, Upper Canada is interested in retaining the double security of the railways and towns for the Municipal Loan Fund liabilities.

**04/03/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

Quebec - The Ottawa and Prescott Amalgamation Bill was before the Committee today. The promoters of the Bill attempted to depreciate the value of the property, saying it was not worth more than 50 cents on the dollar of the alleged claim of the Ebbw Vale Company of \$600,000. Mr. Shanly, who was formerly engineer of the road, stated that it was worth \$24,000 per mile, and the road being 54 miles long, would make it worth about \$1,800,000. He also said it was absurd that the Ebbw Vale Company should have the road at the mere cost of the iron, which was all they advanced to it. Messrs. Dunkin, Holton and J.S. MacDonald spoke in the strongest terms against this species of legislation, and recommended a general law for the winding up the affairs of insolvent railway companies. No progress was made with the Bill. - Globe.

**25/05/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*                      *Prescott*

Yesterday morning, the freight train for Ottawa ran over two horses on the track about four miles outside Prescott, killing both of them.

**09/06/1865**    *The Union, Ottawa*                      *Ottawa and Prescott*

Text of a notice served by the bond holders of the Ottawa and Prescott Railway Company upon the Ottawa and Prescott, the City of Ottawa and the Town Council of Prescott.

**12/06/1865 Ottawa Citizen Brockville and Ottawa**

A vast amount of traffic has been taken away from Ottawa by the B&O Railway. The statement is quite correct. The amount of business done by the road in freight as well as passenger is very large. It is no doubt a subject of great regret to the Ottawa people that they did not take the initiative in building a line of railway to Arnprior, and thereby secure the great amount of business and travel from the Upper Ottawa. Globe.

**14/06/1865 Ottawa Citizen Union Forwarding Chats Falls**

Account of a trip to the Upper Ottawa. Extracts.  
Went via Aylmer and Ann Sisson.

It is here that the most extensive portage occurs on the whole river which is overcome by the Union Railroad, managed by the Steamboat Company. It is really worth coming a long distance to see. The sensations experienced in passing in the cars over the trestle works, in some places of a great height, is for the first time for the nerves rather trying; but the road is perfectly safe, and well looked after. Not an accident has happened during the 15 or 16 years it has been in operation. Arriving at what is known as "Wellington Bay", I found the steamer Oregon is waiting to convey us. More.

**08/07/1865 Ottawa Citizen Brockville and Ottawa Arnprior**

B&O Railway. A correspondent says the section of this road from Arnprior to Sand Point is progressing ?? under the contractor's hands, but it will not be opened for traffic, as far as appearances betoken, this fall, and probably not until the season of 1866. The running of trains to Arnprior has been of marked benefit to this portion of the county in the manner of keeping down the price of flour. In former years flour was, during the early summer season, generally in the hands of a few merchants or millers, who asked any price they chose, but the easy transit of the railway has been the means of large quantities being poured into the county, to supply the great deficit which has existed in this section of the country for the past two years.

**13/07/1865 The Union, Ottawa Brockville and Ottawa**

Mr. Alexander Morris, of Perth, has resigned his seat as a Director of the Brockville and Ottawa Railway Company. A train was recently advertised to run on Sunday between Perth and Pakenham for the accommodation, avowedly, of such members of the Wesleyan Church as wished to attend a camp meeting at the latter place; but the Wesleyans of Perth refused to desecrate the Sabbath, or have anything to do with the train, and brought the matter to the attention of Mr. Morris. That gentleman immediately telegraphed to the managers at Brockville, protesting against the proceedings and recommending a reconsideration of the matter, and as the Manager refused to do so, resigned his seat on the board. The Methodists have also protested against the action of the Manager.

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

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

**28/08/1865 The Union, Ottawa Brockville and Ottawa Jelly's crossing**

On Thursday afternoon as the afternoon train from Arnprior was running south to Brockville, a serious accident occurred at Jelly's crossing. Distant some sixteen miles from town. William Lamb was driving over the crossing in a buggy, and his horse hearing the engine approach became restive, and refused to proceed. Lamb whipped his horse in order to compel him to leave the way, so that he might not be killed, instead of jumping out and looking after his own safety. Presently he did jump out, we understand, but too late; and had one leg cut off at the thigh, and another above the ankle. The engine driver, James Fitton, a most respectable and careful man, slowed the train as well as he could and rung the bell; but was still enabled (sic) to prevent the accident. No blame, we learn, can be attached to him in any shape; and the mishap is regarded as purely accidental. Strange to say the horse escaped almost uninjured, although the buggy was smashed to pieces. On the arrival of the train in Brockville, Drs. Edmondson and Gordon were promptly forwarded by rail to assist the injured man. Accidents on the Brockville and Ottawa line are exceedingly rare, the road being managed with the utmost carefulness and method. Since the above was written we learn that Lamb died about two hours after he sustained his injuries. - Brockville Monitor.

**30/08/1865 Ottawa Citizen Union Forwarding Chats Falls**

The press association excursion. Annual meeting and supper at Brockville on Wednesday 6th Sept. and the excursion to Ottawa the following day.

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

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

**07/09/1865 Brockville Recorder Union Forwarding Chats Falls**

Press Association Meeting

Attendance: Hamilton Spectator, Whitby Gazette, Belleville Intelligencer, Peterboro Examiner, Strathroy Dispatch, Newmarket Era, London Prototype, Sarnia British Canadian, Home Journal St. Thomas, Belleville Independent, Picton North American, Expositor Brantford, Times Hamilton, London Advertiser, Huron Signal, Barrie Examiner, Chronicle Ingersol, St. Mary's Argus, Statesman Bowmanville, Standard St. Mary's, Comet Owen Sound, Free Press London, Woodstock Sentinel, Brockville Recorder, True Banner Dundas, Review Peterboro, Canadian Post Lindsay, British Canadian Simcoe, Beacon Stratford, Picton Times, Perth Courier, Kingston Churchman, Berlin Telegraph, Coburg Star, Coburg Sun, Prescott Messenger, Morrisburg Courier, Montreal Echo, Belleville Chronical, Kincardine Commonwealth, Napanee Standard, Brampton Times, Prescott Telegraph, Gazette Quebec, Vindicator Oshawa, Home Journal St. Thomas, New York Herald, Woodstock Times, Welland Telegraph, Cornwall Freeholder, Hamilton Champion.

Brockville Recorder September 14 1865

The members were soon seated in the cars in waiting and richly enjoyed a most romantic ride over the horse railway connecting Chats lake and the Ottawa River.

The meeting of the Press Association this year at Brockville was unquestionably the most successful of any that has preceded it.

In the evening the annual dinner was held. In point of numbers alone was it a success. The arrangement had been made for holding it at eight o'clock, sharp; but at a quarter past eight, the slow coaches to whom the destinies of the once well managed Wilson House are now confided, were only placing the tables in position to be laid. It was quarter before ten before dinner was announced, and you may be sure that, to a lot of worn out excursionists, most of whom had no sleep the night before or, comparatively, none, and who were required to be up at five in the morning for the trip back to Ottawa, this delay was anything but pleasant; and third, when we did get it, the spread was about the most wretched apology for a public house meal to which it has been my ill luck to sit down. Large unwieldy joints of beef, which resisted like a piece of India rubber the efforts of the knife to penetrate them; and scraggy fowls which looked like the refuse of an active market day, formed the substantial. And for desert, we had pastry half, or less, cooked, and fruit, which having been undesecrated by the cook's touch, was the only thing really eatable on the table. And for this wretched spread we had to wait an hour and three quarters after the regular train and pay five shillings, currency. Of a surety, I recommend to people to think twice before they look at the Wilson House, under the present management, for a public dinner.

However, we made the best of our emphatically bad job, and toasts and songs followed each other until midnight, when the President gave to our next meeting, and the party separated to find such relief as the poor accommodation of the Brockville hostels would afford to them and in anticipation of the pleasures of today. Never did anticipation more fully become realized in actual enjoyment. At 6 o'clock the party were at the station of the Brockville and Ottawa road and by half past six we had started dashing through the tunnel under the town, leaving us for some minutes in total darkness, and then emerging into the open country, and dashing onwards through hamlets and villages until we reached Smiths Falls, where we obtained an additional first-class car for the great number who were present rendering the car accommodation at starting barely sufficient. Then, after half an hour's detention we went onward on our journey, passing the flourishing village of Almonte, which is principally famous for its woolen factory, and thence onward through places of less interest until we reached Arnprior, which may be said, although the road is completed some seven miles further up to Sackport, to be the business terminus of the line. Arnprior is a cheerful looking place, with evident signs of business about it, and is likely to be a very important town. Here we saw a couple of buildings whose pillars were made of Arnprior marble, a very good sample of dark colored marble which prevails in great abundance. Leaving the railway we walked about a mile to the Chat's Lake, a beautiful sheet of water, upon which, in a commanding point, is situated the residence of A. McLachlan, Esq. Late M.P. for the County of Renfrew, and an unsuccessful candidate at the late election against Mr. Wm. Powell, in Carleton. Here we found the steam ferry boat, a large substantially built vessel called the "Oregon", gaily decorated with flags for our reception. A pleasant sail brought us across the lake and then a novel mode of conveyance awaited us. There is a short slip of land, some 3 miles wide at this point, separating Chat's Lake from the Ottawa River, and on this we went for the distance in carriages which are constructed very much in the style of large wagons, with eight or ten seats, and accommodating about thirty persons each. One, or at most, two horses draw the load with the greatest apparent ease. Indeed the regular freight load of these wagons, drawn by one horse, is six tons, in addition to the weight of the wagon; and with this weight, the distance of three miles is made in about twenty minutes. It struck me, while riding over this road, that it offered a cheap and expeditious method of overcoming the difficulty of transport, which has, thus far, tended to embarrass and retard the development of the mineral resources of the country. In these tram roads there is an easy and economical solution of this question, and a mode by which the public could be greatly facilitated in its efforts to promote the development of the resources of the province. In my own case, I rode in a carriage with about sixteen others, and a single horse took us over the road, three miles full, in about seventeen minutes. The variety of this method of traveling gave great zest to the excursion, and all agreed that it was not the least inviting feature of this admirable tour. The station at which we land at the Ottawa river is elevated about twenty feet from the wharf, and the descent thereto is made by stairs inside the building. But a most ingenious contrivance has been arranged for the lowering of freight or baggage. A platform elevator raised and lowered by a horse power places all parcels put upon it within a few feet of the steamer's gangway, so that although we had, being a number of ladies of our party, a large quantity of luggage, we were delayed but a very few minutes by getting safely on board the steamer.

The steamer was a large fine vessel, the Ann Sesson, owned by the Union Transportation Company, which has charge of this inland route of travel from Arnprior to Ottawa. In honor of the Association she, like the steamer we had left before, had her flags gaily floating on the breeze. She is under the command of Captain Brockens, a thorough sailor, and true hearted gentleman, who was for many years connected with the steamers in the Bay of Quinte route. Once fairly away of the wharf, dinner was announced, the ladies being seated first and the gentlemen taking their chances in coming after them. Thanks to the generous foresight of Captain Brockens, the ??? was a very good one ??? for though the table had to be laid four times, there was abundance for all, the dinner being, although plain, such as induced all unreluctantly to contrast it with the wretched crust of the Wilson House at Brockville. While the ladies were dining the members of the Association met on the fore deck, the President being elevated upon the fore-castle entrance, and proceeded to the important business of the previous day. The main thing being decided was the place of meeting next year, and the route of the excursion.

By this time we had reached Aylmer, a pretty little town, the county town of the County of Ottawa, where carriages were in waiting to convey the party to the capital. The people of Aylmer had put on their best holiday dress and displayed in great abundance their bunting in honour of the occasion and we thanked them by repeated rounds of hearty cheers as we passed through their enterprising little town. The drive to Ottawa over a good gravel road, of nine miles is an exceedingly pleasant one and we reached the city at about five o'clock in the evening, putting up at the Russell, the Albion and the Union Hotels. Tomorrow is to be devoted to the examination of the Parliament Buildings whose magnificent proportions form the chief source of attraction in the city. The fine falls of the Chaudiere over which we passed in our way into the city were greatly admired, and in themselves form one of the points of interest in this Ottawa country.

NB. The reporter managed to get many names wrong. Instead of Sackport he presumably meant Sand Point, while the names of the two vessels were Oregon and Ann Sissons. I have verified these from the Ottawa Citizen of the period. The captain of the Ann Sissons was named Bockus and that of the Oregon was Findlay (also verified from the Citizen).

Brockville and Ottawa Railway Company. The road finished to Sand Point, on the Ottawa River, seven miles from Arnprior, will be opened on Tuesday next, and the company are going to place a small steamer for passengers to run from that place to Portage du Fort, on the Upper Canada side. Gould's Landing, in connection with the stages leading to the steamer on Muskrat Lake and so on to Pembroke, reaching that place from Brockville on the same day. This is a new era in the transit up the Ottawa from the St. Lawrence. The route of the Union Forwarding Company will suffer considerably from this.

Hawkesbury mills - owned by Hamilton.

The feeding gear is immediately set in motion also and in less than five minutes the giant of the forest passes out in an opposite direction, sawn into planks of various thicknesses, where tramways are laid down and carriages ready to receive them. Around these mills as far as the eye can reach, the water is covered with floating lumber, while on the water edge are piled immense heaps of planks, varying in size and in such quantities as to cover about eight acres. Tramways are run through them so that there is very little difficulty in loading barges,--

On landing we found the tram railway train ready for our further transportation through a country remarkable only for its extremely barren nature, large rocks and scrubby thickets being the only gifts Nature has felt called to lavish here. The tram railway is a mode of conveyance the principal redeeming feature of which was its novelty. It is requisite, for the purpose of avoiding Chats Falls at the foot of the lake of the same name, which, of course, renders the river un-navigable. Thin bars of iron are laid down on a substantial bedding as rails. In some places where the country is extremely hilly and uneven, it is surprising to find how perfectly the grading has been effected by means of huge piles of timber built up in many cases as high as the tree tops on either side of the road. The cars are rather primitive in appearance covered over with roofs but open all around; no difficulty is experienced in obtaining a most excellent view of the sights by the way. The motive power by which they are impelled is horse flesh - two of these quadrupeds being driven in tandem on each car.

The next morning we took the six o'clock train on the Brockville and Ottawa line for Arnprior. To many the very outset of this trip was a novelty, the cars running through a tunnel which has been excavated from the depot underneath the whole extent of the town northward. As in the case of the Grand Trunk line we found the country through which the railway passed suffering severely from the ravages of fire. In some places I noticed fenced for miles completely consumed. Passing through Carleton Place, Smiths Falls - a great lumbering locality - and Almonte, we at length reached our destination and proceeded to walk through Arnprior.--

they were then changed to the rail cars drawn by horses across the Chats - three miles of a drive over the roughest part of the country we have seen. Here we may mention that the songs "The Low Back Car" and "Wait for the Waggon," were sung by the party with good effect, considering the novelty of the drive, and as each car arrived at its destination, cheer after cheer were given. After a few moments walk, the fast and commodious steamer "St. Anna Sission" was reached.

The members were soon seated in the cars in waiting and richly enjoyed a most romantic ride over the horse railway connecting Chats lake and the Ottawa River.

Press Association Annual Meeting at Brockville

The arrangement was that Thursday the party should proceed to Ottawa city by way of Arnprior. A few minutes after six o'clock in the morning, more than one hundred ladies and gentlemen of the press excursion started northward by the Brockville and Ottawa Railway. The train passed through the tunnel under the town by means of which the railway is brought to the river's edge. This tunnel is, I should think, one half mile in length, and passes under the Market Building, and thence underground until daylight is reached to the north of the town. After the train is fairly in the tunnel the darkness is total. There are no little holes as in the Victoria Bridge at Montreal to admit little streams of light, but black darkness renders it impossible for the passenger to see anything. For the sake of variety, a few minutes of this sort of railway riding was very well, but I think few of the excursionists would have cared for a much longer experience of the kind. The Brockville and Ottawa road is smooth and well ballasted and we had a very comfortable ride to its terminus at Arnprior, passing on the way a number of villages, the chief of which are Smiths Falls, Carleton Place and Almonte. The latter place owes some of its prosperity to manufactures. Flax mills are driven by water afforded by the Mississippi River (not the father of waters but a little river) -- Arnprior is distant from Brockville 69 miles, has for some little time been the terminus of the B&O Railway, but is about to lose that distinction, as the Company will, on Monday next open the road to Sandpoint, five miles or so much further up the Ottawa. When completed the road will terminate at Pembroke, a point some 50 miles further up the river. Arnprior is finely situated on the south bank of the Ottawa, or more accurately perhaps, of Chat's Lake. Mr. McLachlin, ex-MPP, an extensive lumber dealer, has a very nice residence there.

Down the Ottawa

At Arnprior there were not enough carriages for the excursion party. Those which were to be had carried the baggage from station to the wharf, which distance - about a mile - the excursionists had to make on foot. A steamer, the Oregon, carried us across Chat's Lake, a distance of about three miles or so. Then we travelled across a peninsular, three or four miles by "tram" railway. This railway has been in operation a good while, and differs considerably from an ordinary railway. The rails are strips of bar iron, such as is used apparently for the tiers of lumber waggons. The "ties" on the tram railway run lengthwise instead of crosswise. The country it traverses is not at all level, but there was little digging done to make the roadway level. This was done by filling up the "gulleys" with structures of timber on which the "ties" were laid. The cars are drawn by horses, and one of the "conductors" claimed as a merit of this road that there never was an accident upon it. Arrived at the end of the tram railway; the party embarked on the steamer Ann Sisson for Aylmer for Aylmer C.E. The distance is twenty or thirty miles and the trip lasted some hours. On board the steamer, the adjourned meeting of the Association was held.

At Aylmer there were flags up in honour of our arrival - at least we took it for granted that this was the meaning of the display. Carriages were in waiting for us and a pleasant drive down the north bank of the Ottawa, and the bridge across the Chaudiere brought us into Ottawa city between four and five o'clock.

-- After a four mile sail the company were landed at the depot of a tram railway which makes a portage of another four miles, to overcome one of the numerous rapids by which the navigation of the river is broken. In twenty minutes we were transferred to the large steamer, Ann Sisson, commanded by Captain Bochus--

--Here we took the tram railway which crosses the Portage and from its novelty the ride on this road was keenly relished. The road is built on sleepers which bridge the gullies where they occur and upon which are laid flat iron bars. Between the sleepers is filled in with planks and upon this the horses travel. I learn that two horses can make the traverse of three miles in twenty minutes with a load of six tons weight. --

Leaving Arnprior the Party took a small ferry steamer and proceeded across Chats Rapids - a distance of three miles; thence by a tram railway, four miles to the Ottawa River - through as rocky a piece of country as one could wish to see; but these very rocks, grey headed as they were added to the romance of the trip. Leaving the tramway we found the splendid river steamer of the Union Forwarding Co. waiting at the dock --

The Brockville and Ottawa Railway Company finding immediate necessity for means of conveyance for freight from Sand Point the present terminus of the road and Gould's wharf, and not feeling to wait for the construction of a steamboat on the Ottawa concluded to borrow one from its big brother, the St. Lawrence, and lifting it bodily out of that river, they placed it on railroad trucks and conveyed it over the whole road whole and entire. It was at once launched on the bosom of the old father Ottawa, and in a day or two commenced its trips. The steamer is not a very large one.

Sale of the Ottawa and Prescott Railway.

On the 14th prox. Messrs. Wakefield, Coate & Co., Auctioneers. Toronto, will sell by auction, with the approbation of A.M. Buell, Esq., master in ordinary of the Court of Chancery, the Ottawa and Prescott Railway and its appurtenances.

The sale of this road came off yesterday at Toronto. It was purchased by the Ebw (sic) Vale Company, the first mortgagees were represented by their agent, Mr. Reynolds. The city loan, we may suppose, is wiped out for ever. The responsibility for this sacrifice rests upon some shoulders.

20/11/1865 *Ottawa Citizen*

*Ottawa and Prescott*

*Rideau River bridge*

Contracts have been entered into during the past week for the erection of a new bridge across the Rideau river at this city on the line of the Ottawa and Prescott Railway. The bridge will be in four spans of 95 feet each, resting on the present stone piers and abutments which are to be altered to suit the new arrangement. The bridge is to be constructed with heavy arches, lower chords and posts of timber and counterbalancing being entirely obtained with rods of iron. The bridge will provide a single track for the railway, and a footpath for the accommodation of the public will be added on one side. When the new bridge is completed the present stringers and cribs will be removed, leaving clear waterways of 65 feet, and in this way much improving that portion of the river.

The work is being erected from the design and under the supervision of Mr. Henry A. Sims, Architect of this city. Mr. James Goodwin is the main contractor for the alterations to the mason work.; Mr. William Ellis, of Prescott for the bridge. The timber is being supplied by Messrs. J.M. Currier & Co.; the wrought iron by Messrs. N.S. Blasdell & Co.; the cast iron by Messrs. Jones and Dowley of Prescott. Mr. Scooks of this city will have the immediate charge of the construction. The quantities of material in the new structure may be roughly stated as follows:

Mason work -- 205 cubic yards

Pine, timber and lumber -- 122,000 F.B.M.

Oak -- 5,500 F.B.M.

Wrought Iron -- 24,200 lbs

Cast Iron -- 6,500 lbs

The total outlay will be in the neighbourhood of \$10,000.

27/12/1865 *Ottawa Citizen*

*Ottawa and Prescott*

A special train left last evening at six o'clock to convey to Prescott the mail, which was taken down to the station too late for the 1.30 train. We presume the occurrence is attributable to the difference between railway time and that kept by the driver of the "hearse" in which the mail is conveyed to and from the cars.

28/12/1865 *The Times, Ottawa*

*Ottawa and Prescott*

*locomotive*

A new line fence from Prescott to Ottawa is in course of construction at the present time and two new locomotives are being built.

28/12/1865 *The Times, Ottawa*

*Ottawa and Prescott*

*Gloucester*

A fatal accident occurred on the Prescott and Ottawa Railroad yesterday afternoon. It appears that when the train was going to Prescott in the morning, the driver observed a man walking on the track, when he gave the alarm signal and the man got off. On the return trip in the evening, the same person was discovered on the track; the driver sounded the whistle but all to no purpose, before he could stop the train, the man was caught in some part of the machinery. He was dragged a considerable distance; when the engine stopped it was discovered that his legs were both off, and his head fearfully mutilated. The body was put on board the cars, and brought to Gloucester station. The unfortunate man was supposed to be insane.

28/12/1865 *The Times, Ottawa*

*Ottawa and Prescott*

*Rideau River*

Ottawa and Prescott Railway. Great improvements, we learn, are being effected on this road. Workmen are engaged in building the new bridge over the Rideau, which is to cost \$15,000. In Spring, the new station will be erected in the marsh adjoining the present station.

30/12/1865 *The Times, Ottawa*

*Ottawa and Prescott*

*Gloucester*

--Coroner Patterson summoned a jury to investigate the affair and after considerable effort on his part succeeded in ascertaining the following facts about the deceased. - His name was Francois Liare; he was deaf and dumb, and a person of intemperate habits. He was on his way to the States to see his sister, and was 57 years of age. At the inquest, Lyman Lumas, the engine driver, deposed that about two o'clock p.m. of the 27th inst. he was in charge of the engine on the Ottawa and Prescott Railway; going from Ottawa towards Prescott; that he overtook the deceased about two or three miles north of Cunningham Station. When deponent first noticed him he was about ten or twelve rods in front of the engine walking towards Cunningham's on the track. Witness rang the engine bell and sounded the whistle, and gave all the usual signals, but the man never turned his head. As soon as the witness saw that he was not paying any attention to the alarm, he reversed the engine, and had the brakes put on, but before the train could be stopped the deceased was knocked down by the snow plough and dragged some five or six rods. Witness stopped the engine at once, and the body of the deceased was found in a culvert. Could not say whether he was then dead. Deceased, before being struck by the engine appeared to be walking quite steadily. Witness didn't know whether he had ever seen him before. The grade being steep where the deceased was walking, the deponent had to give a great deal of attention to his engine, which was not running very fast. Deceased never made any motion to get out of the track. After hearing other testimony corroborative of that given by Mr. Lumas, the jury returned a verdict of "accidental death".

04/01/1866 *The Times, Ottawa*

*Ottawa and Prescott*

*Wood*

Advertisement - tenders for cord wood. To be in by 10 January 1866.

20/01/1866 *The Times, Ottawa*

*Ottawa and Prescott*

*Kemptville*

Yesterday the freight train on the O. & P.R., carrying the through mails, did not reach this city until two o'clock, owing to an accident to the engine at the Kemptville station. An engine was immediately sent from Prescott in order to replace the broken one, which brought the train to this city. The mail train in the evening arrived on time.

31/01/1866 *The Times, Ottawa*

*Ottawa and Prescott*

*Rideau River bridge*

The new bridge in course of construction near the railway station, and which will span the Rideau, rapidly approaches completion. The structure will be 400 feet long, by 20 feet broad, the platform being supported by massive arches of timber springing from stone abutments whose foundations are laid in the bed of the river. The new piers of masonry are broad and solid, capable of withstanding the force of the powerful current at this point and the greatest strain to which it may be subjected by the cars. In addition to the railway track, there will be, at one side of the bridge, a footway for passengers. The bridge will be covered in at the sides, but not overhead, which will expose the floor or platform to the effect of the weather at all seasons. The timber used in the structure is white pine, iron to the amount of 3,900 lbs being also made use of in the work. The bridge is expected to be completed by the 15th of April, after which the old one will be taken down, being no longer necessary. The contractor is Mr. Wm. Ellis of Prescott, Mr. Wm. Snooks being the sub-contractor and Mr. Heyburn the gentleman conducting operations.

26/02/1866 *The Times, Ottawa*

*Ottawa and Prescott*

We learn that a splendid new car for the use of the directors, and for State occasions, has been put on the Ottawa and Prescott Railroad. The car is fitted up in a style of great luxuriance and in a manner to combine the comforts of a state room and parlour.

27/02/1866 *The Times, Ottawa*

*Ottawa and Prescott*

*Rideau River bridge*

This fine structure rapidly advances to completion. It is an arch and chord bridge of four spans of one hundred feet each; the piers are of solid masonry. The suspension is altogether made with timber, and the bracing is of iron. The breadth of the bridge is 20 feet overall; the main or railroad track being about 16 feet, leaving the rest of the space for a footway. The following quantities of materials are used in the construction of the bridge:- 122,232 F.B.M., pine timber; 5,412 F.B.M. oak timber; 24,200 lbs. wrought iron; 6,468 lbs. cast iron.

The bridge is expected to be completed and in condition for use about the middle of March, which will be about the stipulated time. The intention is also to remove the old bridge before the freshets. Workmen are now building ice-breakers to protect the piers of the new bridge. Mr. William Ellis of Prescott is the contractor, Mr. Simms, the engineer, and Messrs. Braden and Hibbard have been the foremen; Currier & Co, have supplied the timber; N.S. Blaisdell & Co., the wrought iron, and Jones and Dousley, of Prescott, the cast.

**10/03/1866    The Times, Ottawa    Ottawa and Prescott    Prescott**

The Prescott Telegraph correctly states that an immense freight business is now being done at the railway depot at Prescott. The Ottawa and Prescott Railway is being worked to its fullest capacity, day and night, in conveying lumber for the American market. Sixty cars and two engines have been brought over in bond from Ogdensburgh to assist in this business, the object being to carry over as much as possible before the expiration of Reciprocity on the 17th inst. The railway ferry boat "St. Lawrence", which can ordinarily carry six loaded cars on her deck at one time, is kept constantly running, day and night. At present the water is so low at the wharf that she cannot make her usual load, and consequently has to make all the trips possible to keep pace with the demands of traffic. One night lately, she carried over nearly a million feet of lumber to the Ogdensburgh Depot. Vast quantities of flour brought from the west over the Grand Trunk are also seeking an outlet here to the American side. Horses, too, continue to be largely exported, American buyers displaying great activity in view of the speedy doing away of free trade between the two countries.

**16/03/1866    Ottawa Citizen    Ottawa and Prescott    Sussex Street**

Guard at the Depot. A guard of a sergeant and twelve men was detailed for duty from the Bells Corners Infantry Company last night at the Railway Station. It is intended in future to detail the same number of men from one or other of the several companies now in town nightly for sentry duty at the Depot.

**19/03/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

A portion of the Field Battery left town by the morning train on Saturday, for Prescott. A large concourse of ladies and gentlemen assembled at the station to see the brave boys off, and rounds of cheers were given as the train moved away. Colonel Powell, Deputy Adjutant General, and Colonel Wily, were present and superintended their embarkation.

**20/03/1866    Ottawa Citizen    Ottawa and Prescott    Rideau River**

The new railway bridge over the Rideau River is so far completed that trains passed over it yesterday. The structure is really a credit to the architect that designed it.

**22/03/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

The St. Andrew's Company was on guard yesterday, Lieut. Brown of the Civil Service Rifles is the officer of the watch for Friday. This company furnished the guard for the Railway Depot yesterday, and No. 3 Rifle Company of Ottawa furnishes it today.

**24/03/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

..the Bells Corners Infantry furnishing the guard for the railway depot tonight.

**27/03/1866    Ottawa Citizen    Ottawa and Prescott**

William Ellis Esq. of Prescott has taken the contract for fencing the Ottawa and Prescott Railway its entire length. The fence will be substantially built, and gates will be put up at every farm crossing. This will effectively prevent the recurrence of accidents to cattle, horses &c., and straying upon the track.

**27/03/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

The Argenteuil Rangers furnish the guard for the Railway Depot today--

**28/03/1866    The Times, Ottawa    Ottawa and Prescott**

Mr. Reynolds, managing director of the O. & P. Railway, has given permission to the volunteers travelling from Prescott to any station on the Railway and back at one fare for each person.

**31/03/1866    Ottawa Citizen    Ottawa and Prescott    Sussex Street**

The guard at the railway depot has for the present been dispensed with; we presume on account of the recall of two companies that have been on duty in the city.

**16/04/1866    The Times, Ottawa    Ottawa and Prescott    Oxford**

On Saturday morning the freight train due at the Ottawa depot at 11:30 did not arrive until two hours and a half behind time, owing to the tender of the Engine getting off the track at the Oxford Station. There was no other damage done save the delay of placing the tender on the rails again.

**20/04/1866    The Times, Ottawa    Ottawa and Prescott    Prescott**

On Wednesday night Mr. R. Beemish, master of the Prescott section of the O. & P. Railway, was running a hand car on the track, at Prescott, when one of the cranks came off, causing him to fall heavily on his breast. The injury resulting from the fall proved fatal, and the poor fellow never spoke after the accident. Beemish was a man highly esteemed by all who knew him. He leaves a wife and six children to mourn his death.  
Verdict - accidental death.

**23/04/1866    The Times, Ottawa    Ottawa and Prescott    Kemptville**

An accident occurred on Saturday last at the Kemptville station of the Ottawa and Prescott Railway. A young man by the name of Spencer was sitting on the van car, with one of his legs hanging down, whilst the train was in motion; his leg came in contact with the platform, breaking it above the knee. --

**30/04/1866    Ottawa Citizen    Ottawa and Prescott    Sussex Street**

We observe that the depot is being decorated with evergreens and the like, preparatory to the arrival of His Excellency the Governor General on Wednesday next. The decorators are displaying much taste in the arrangement, and the old building will look well when the work is finished.

**30/04/1866    The Times, Ottawa    Brockville and Ottawa**

B. & O. Railway annual report for the year 1865. Gives details of mileage operated, equipment numbers, staff, finances etc. Brockville Monitor.

**01/05/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

Yesterday evening, seven horses, and four fine carriages belonging to the Governor General's establishment, arrived by the cars from Prescott.

**02/05/1866    Ottawa Citizen    Ottawa and Prescott    Sussex Street**

The managing director of the Ottawa and Prescott Railway has requested us to explain that owing to the very limited space at his disposal on the platform at the station, it has been utterly out of the question to comply with many requests for tickets of admission to witness the presentation of the address by the Mayor and Corporation to his Excellency the Governor General on his arrival today, which has been made to him, and that, for want of space, no gentleman can, under any circumstances, be allowed to come on the platform except members of the Corporation and Societies, who may be engaged in the ceremony.

**02/05/1866    The Times, Ottawa    Ottawa and Prescott    Sussex Street**

We take this opportunity of stating that owing to the limited space on the platform at the station, the Managing Director of the Ottawa and Prescott Railway is unable to comply with the numerous requests for tickets of admission to witness the presentation of the address; none but members of the Corporation, the societies accompanying them, and the military, will be allowed on the platform.

Full account of the arrival of the Governor General and presentation of the address --  
 -- upwards of five thousand spectators had congregated. They had taken peaceful possession of a considerable portion of the railway track adjoining the station, and swarmed on lines of empty freight cars, and roofs of adjacent buildings affording a view of the place of reception.  
 The railway station and surroundings were decorated in a manner which reflected great credit upon the taste and public spirit of Mr. T. Reynolds, the popular and enterprising manager of the Ottawa and Prescott Railroad. The hand rail, enclosing the platform at the station, was decked with evergreens, relieved at intervals with strips of bunting, upon one of which, in red ink, shone conspicuously the loyal prayer - "God Save the Queen." Evergreens were also carried along the eaves of the station itself and round the ends in devices of pleasing effect. Each end of the Station was surmounted by a fine English flag. A handsome canopy was erected at the other end of the Station fronting the Ottawa, under which was a dais, ascended by two steps, whereupon was placed the chair of state to be occupied by His Excellency. The interior of the canopy was lined with scarlet cloth with which material the whole north end wall of the Station was covered. In the centre of the wall and behind the chair was hung a beautiful model of the Royal Arms worked in colored silk on a ground of rich texture. Above was suspended an elegantly framed portrait of Her Majesty. The platform facing this end of the station was covered with tapestry and scarlet cloth and the dais was also covered with the latter material. The handrail facing the above end of the station was hung with blue bunting on which the words "Queen Victoria" were displayed in white letters. The end of the freight station opposite was tastefully decorated with flags and flags, having in a conspicuous place, in red letters, on a white background, the good old English greeting "Welcome". Royal standards were carried on each side of the gable, in the figure of an arch corresponding to the form of the structure. Green boughs surmounted the whole. Then, in addition, gay colours streamed from the tops of the telegraph poles and all the houses within sight. More  
 -- As the engine, which was handsomely dressed off with evergreens, neared the terminus--  
 Was met at Prescott Junction by the Corporation of Prescott -- Kemptville where His Excellency left the cars for a few minutes.

Full account of the arrival of the Governor General.  
 Special left Prescott at half past four and made rapid time and overhauled the regular mail train at Kemptville.  
 Immense throng.  
 Platform was covered with carpet and the end of the section house was cushioned and furnished in a manner to render its recognition impossible.

Yesterday afternoon, a young man named Baptiste Groulx, had a cart of wood at the railway track ready to cross. An engine driver about passing, warned the carter not to cross till the engine went by, but the horse taking sudden fright from its noise, or appearance, made a sudden rush across the track, which sudden movement threw Groulx off, upon the rails. The carters body was severely bruised by the fall, and he received some other injuries from the wheels of his own vehicle. Dr. Beaubien rendered all the medical aid possible.  
 Monday May 7 - the unfortunate young man Groulx, who received such severe injuries at the railway station as reported in the TIMES of Saturday, now lies in a precarious condition and it is doubtful whether he will recover.

Advertisement Grand Excursion on the Queen's Birthday!  
 -- Excursion from Aylmer to Pontiac calling at Quio village. Chats Rapids and Falls are well worth a visit.--  
 Passengers taking the morning boat can have the privilege of passing over the Union Railway free of charge--

The Ottawa Field Battery, Capt. Workman, No. 1 Rifles, Capt. Grant and No. 3 Rifles, Capt. Potter, were all astir before light, and in company with 173 men of the P.C.O. Rifle Brigade, have just departed per special train on the O. & P.R.R. for the front.

The establishment of the Ottawa and Prescott Railway Rifle Company is officially announced with the following gentlemen as officers: T.S. Detlor, Captain; M. Dowsley, Lieutenant; C. Dame, Ensign.

On Sunday, late in the afternoon, a train from Prescott brought back a portion of the volunteers who left two weeks before for the front to repel invasion. The men appeared quite as glad to return as to depart. They were greeted by a large concourse of citizens, who at the sound of the whistle ran from all parts to the depot. The Argenteuil Rangers, the company from L'Orignal, were among those who arrived.

In order to accommodate the members of the Legislative Council, which will adjourn this morning for ten days, the Managing Director of the O. & P. R.R. has, in his usual courteous manner, arranged for a special train, to leave the Station at 11 a.m. sharp, Montreal time. This train will connect at Prescott with trains running East and West.

Extract from an account of a Parliamentary Excursion to the Upper Ottawa.  
 ..Chats Canal. In the meantime the present link between the two steamers, the horse railroad, must be preserved. This railroad is a primitive affair, in fact the father of all railroads. Landing from the "Ann Sisson", a flight of stairs, of considerable height, has to be ascended, when the passenger finds himself vis a vis to one or more carriages with covered tops but open at the sides. Each of these carriages or cars are drawn by two horses, tandem fashion, in splendid condition. The roadway does not differ much from the ordinary way of our railroads, but in places, where it crosses ravines, is built up to the necessary level with cross timbers, and between the rails is a plank road for the horses. From the other extreme of the horse railroad we embarked upon the steamer "Oregon".

Account of the Parliamentary Excursion.  
 --The portage between Lake du Chene and the Chats was crossed on a substantially constructed horse railway which, with its depots &c. cost the Company \$45,000.

On Wednesday night as the train from Ottawa was backing up from the Prescott Junction to the main track, the President's special carriage, which was attached to the rear, got off the track and was badly damaged and broken.

The Montreal Telegraphic Company, with its usual enterprise, is having a new line put up along the route of the Ottawa and Prescott Railway, which will be completed in a few days. New poles are being put up, the old ones being "in an advanced state of decomposition", and accordingly not able to bear the weight of an additional wire.

*03/09/1866 Ottawa Citizen Ottawa and Prescott*

The employees of the Ottawa and Prescott Railway are to have two days this week of the most unalloyed fun. Half of them will proceed tomorrow from Prescott by a steamer chartered for the occasion to the Thousand Islands where they will, of course enjoy themselves to their hearts' content, and return the same evening, to admit of the "other half" doing the same thing on the following day. Everything will, there can be no doubt, pass off pleasantly, as the Superintendent, Mr. T.S. Detlor, has made every arrangement in his power for the convenience and enjoyment of the pleasure seekers. The excursion train leaves here at 5 o'clock each morning.

*06/09/1866 Ottawa Citizen Ottawa and Prescott locomotive*

Another new locomotive has been turned out of the Canadian Engine and Machinery Company's Foundry at Kingston, which for beautiful construction is not equaled in Canada. It is named the "Thomas Reynolds" after the manager of the Ottawa and Prescott Railway. This engine makes the tenth completed in the foundry this year. We had a look at the locomotive yesterday at the station here and must pronounce it a beautifully constructed one and apparently of great power.

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

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

*25/09/1866 Ottawa Citizen Union Forwarding Chats Falls*

Account of an excursion by the Union Forwarding Company to Des Joachim. "Ann Sisson" to the head of Lake du Chene, a distance of twenty eight miles, whence by comfortable horse cars, over a smooth tramway, three miles in length, which winds its way through hills and over valleys, amid scenery of the magnificence of which our pen can give but faint idea. The excursionists also had the option, on the return, of riding on the Brockville and Ottawa between Sand Point and Arnprior.

*27/09/1866 The Times, Ottawa Ottawa and Prescott Sussex Street*

Some time ago it was thought that a policeman would be appointed to attend the Depot, on the arrival and starting of trains. It is certainly very desirable that travellers should be protected, and in nearly all other places they are.

*09/10/1866 The Times, Ottawa Ottawa and Prescott*

We learn with pleasure that very important improvements are in progress on this road. In the first place two new engines have just been built for it at Kingston, one of which, the "Thos. Reynolds", named after the enterprising managing director, was placed on the road Friday last, and the other will probably commence work today. Besides that, two cars, first and second class, have been finished and put on. The first class car is a very beautiful affair in structure, painting, interior decoration and upholstery. The company also advertise for 20,000 ties and will complete certain fencing which they have undertaken in about a month. Those who look at this road and its affairs today will not fail to perceive that vast improvements have been introduced by the present management.

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

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

*11/10/1866 The Times, Ottawa Ottawa and Prescott Sussex Street*

We have from time to time argued the propriety of appointing a constable to be in attendance at the station on the arrival and departure of trains. The necessity for having such an officer has, at length, been recognized, and an appointment made. Neil Morrison, for 17 or 18 years an efficient constable of the city, was employed last Monday by Mr. Reynolds, and in a day or two will enter upon his duties. He will also act in the capacity of detective on the road, to look after suspected persons, and recover missing property. Morrison is spoken highly of by his friends, and we are told that the police commissioners regret that his services should be lost to the force.

*27/10/1866 Ottawa Citizen Ottawa and Prescott locomotive*

Yesterday, Mr. T.S. Detlor, superintendent of the Ottawa and Prescott Railway, along with Mr. Dame of the locomotive department of the road, came in from Prescott with a new engine, the "Jos. Robinson", manufactured at Kingston, for the purpose of testing her power and speed. They expressed themselves as highly satisfied with the trial. They left with her again for Prescott at four o'clock in the afternoon, having twenty-eight loaded freight cars attached.

*11/02/1867 Ottawa Citizen Ottawa and Prescott Sussex Street*

As the evening train on the Ottawa and Prescott Railway was approaching the Rideau Bridge on Saturday last, the connecting rod of the engine broke. The train was stopped, almost immediately, and another engine was sent for to the depot. The accident did not delay the train over ten minutes. The same connecting rod was broken a few days ago.

*13/02/1867 Ottawa Citizen Ottawa and Prescott*

On last Monday morning, as the train of the Ottawa and Prescott Railroad was proceeding towards Prescott, the connecting rod of the engine broke. Luckily, the train was going slowly at the time, and no further trouble was occasioned by the accident. This was the same connecting-rod which we mentioned as having broken Saturday night.

*27/02/1867 Ottawa Citizen Ottawa and Prescott*

As the morning train, yesterday, of the Ottawa and Prescott Railway was proceeding towards Prescott, and when a short distance outside of the city, a wheel of the 1st class carriage broke down and threw the car off the track. The disabled car was detached from the train and the passengers were removed to the other carriages. The accident detained the train but a few minutes.

*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.

*28/06/1867 The Times, Ottawa Ottawa and Prescott*

On Monday there will be an excursion to Prescott and Ogdensburgh, arriving in Prescott by morning train in time for the grand military review, and returning at 7 o'clock p.m. The number of tickets is limited. Price \$1.25.

*17/07/1867 The Times, Ottawa Ottawa and Prescott*

A portion of the employees of the Ottawa and Prescott Railroad go this morning on an excursion to the Thousand Islands. They return this evening to their several posts and tomorrow those will go who on the same excursion who could not be spared their duties today. Gowan's band has been engaged to accompany the excursionists both days. The band attracted no little attention as they left the city this morning in their new uniforms. The style adopted by the band is blue caps, trimmed with red, grey sack coats, with red facings, and black trousers, which makes a very pretty and neat uniform.

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

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

*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.

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

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

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

Account of meeting in City Hall previous day. Summary

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

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

*12/06/1868 The Times, Ottawa Canada Central*

We learn that during the last few weeks a party of surveyors, engineers and rodmen have been engaged in running a trial compass line from a point in this city to Carleton Place on the Brockville and Ottawa Railway, that the survey is now being vigorously prosecuted and in a few days will be completed. This railway will connect with the Brockville & Ottawa Railroad, probably at Almonte, and thus passing through the heart of the rich County of Carleton, will be of immense benefit to the agricultural and lumbering interests of the county, and, bringing a vast amount of traffic into the capital, will be a boon to our citizens. We understand it to be in contemplation to place a passenger station, turntable &c. on the level of Centre Town, while a branch will be laid down to the Chaudiere mills. This will greatly aid the development of the lumbering interests, which have already grown to such large proportions at that place. The company have completed an extensive purchase of land from Mr. Alderman Rochester for the purposes of the railroad in this vicinity. As soon as the survey shall have been completed, ground will be broken and the work vigorously pushed forward to completion.

*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.

*26/06/1868 The Times, Ottawa Tramway Chaudiere*

A man named Montreuil, while engaged in coupling the cars on which lumber is conveyed on the tramways at the Chaudiere, accidentally got his head caught between them and was killed. Verdict - accidental death.

*11/08/1868 The Times, Ottawa Canada Central*

We understand it is the intention of the Canada Central Railroad Company to break ground sometime toward the end of the month. We are glad to learn that the present condition and prospects for the future of the company are good.

The annual meeting of the Canada Central Railway Company was held in this city on Friday afternoon, when the Board of Directors for the previous year was unanimously re-elected.

After the meeting, the Directors, accompanied by several other gentlemen friendly to the progress of the road, and the representatives of the press, proceeded to the Hyde property, about three miles from the city, on the Richmond Road, through which the road will run, there to break ground, for the commencement of the work. Amongst the party were the President of the road, Mr. J.G. Richardson; the Vice-President, Mr. Abbott; Mr. R.W. Scott, M.L.A.; Mr. Lowe; Sheriff Powell; Mr. Hinton, of Nepean, Mr. Heeney and Mr. Thompson.

The honour of turning the first sod was allotted to the President of the road, who, after having done so, briefly addressed those present, remarking that the day was one of importance to the people of this section of the country, and that the Directors of the road had hoped to have had it marked by some more formal ceremony than was now bestowed upon it. The absence of a number of leading gentlemen of the country, whom it was hoped would otherwise have been present, had compelled them to proceed with the work with this humble demonstration. He remarked on the many advantages that the City of Ottawa and its vicinity would receive from the construction of the road, and stated that already much had been done with a view to urging forward its completion at as early a day as possible.

Speeches by Mr. R.W. Scott; Mr. Powell; Mr. Richardson.

The party then returned to the City, but on the way were compelled, by Mr. Powell, to halt at his residence and again pledge success to the enterprise. During this stay, several toasts were drunk to the health of the various officers and the gentlemen interested in the undertaking.

In the evening, the President entertained a party consisting of several leading residents of the City and members of the Press, at the Club House where a most pleasant evening was passed by the party.

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

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

**19/10/1868** *Kingston Daily British Whi* *OtherGGauge Change Cars* *Gauge Change Cars*

The Montreal Witness says - The Montreal Car Wheel Works have contracted for 800 change-gauge wheels for a company in Kingston, who have contracted with the GTR to furnish 100 box cars. These cars will doubtless come into general use because they can be run on broad and narrow gauge. Mr. Shackell, of the GT is reported to be the patentee. One of this class was run on the GTR some five years ago, but, we believe, this gentleman was not the patentee of it. GT officials are great men for patents.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**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.

05/02/1869

Kingston Daily News

Gauge Change Cars

Gauge Change Cars

CE&MCo: This morning this company despatched from their establishment ten freight cars, being part of a contract of 100 with the National Car Company of Boston Mass. The cars are intended to run from Boston through to Chicago on the GT Line, and the difference in the gauges of the American and Canadian lines is overcome by a new and ingenious contrivance on the axle whereby the wheels are adopted to either broad or narrow gauge. This contrivance is very unique, and requires great accuracy of workmanship in the make.[A] The line of these cars is to be known as the 'Green Line', and is meant as an opposition to the 'Blue Line', already well known and established, its headquarters being at New York, and whose cars traverse the Great Western line, an additional rail having been laid down on that road to obviate the differences in the gauge, the cars not having the shifting contrivance of the axle tree of the present. The cars are very handsomely finished, being, of course, painted a fine bright green colour in conformity with their name, and during their stay at the depot at the foot of William Street, their fine appearance attracted a good deal of attention, and were the subject of much remark.

08/02/1869

Kingston Daily British Whi Gauge Change Cars

Gauge Change Cars

CHANGE GAUGE CARS: Ten more of the one hundred change gauge cars, under contract to be constructed here by the CE&MCo, for the National Car Company, were despatched from the city on Friday last (2-05-69) ... neat construction and appearance ... untended ... on the through line from Boston to Chicago and the Great West ...

[Kingston Daily British Whig:2-08-1869 & Kingston Weekly British Whig:2-11-1869]

08/02/1869

Kingston Daily British Whi Gauge Change Cars

Gauge Change Cars

THROUGH WITHOUT BREAKING BULK: A new device for through-freighting is now being put into operation on the Grand trunk Railway. Last Tuesday morning (2-02-69) a train of twelve cars went west laden with merchandise for Chicago, St.Louis and other points in the West. These cars run through from Boston to their destination, be it St.Paul or Salt Lake City, adopting themselves to the different gauges on the route. The wheels are made to shift on the axle, to which they are perfectly fitted by means of the keep. When fixed to any required gauge, the wheels are retained in their place by keeps, which are easily withdrawn when it is necessary to change gauge. The contrivance is a very simple, ingenious, and apparently effective one. The right of the invention is patented, and held, we believe, by Mr.Yates of Brantford, and is worth a very large sum of money The change of gauge is easily affected by with drawing the keys and running the cars on a siding of track inclining from broad to narrow gauge, or vice-versa. If this plan succeed, and its success can hardly be doubted, it will entirely supersede the very expensive device of a third rail. A large number of the class of cars in question are now being constructed, and doubtless we shall have(?) daily trains running to and fro from the seaboard and the Mississippi, and ere-long to the Pacific coast, with breaking bulk. The already very heavy through-freight traffic of the Grand Trunk must be incalculably increased by the success of the 'change gauge' cars, and the ability to make successful competition with other routes relatively enhanced. A principle application to the running gear of freight cars can also, no doubt, be applied to that of passenger coaches. We may reasonable expect very shortly to see the Pulman (sic.Pullman) Palace, and other cars, passing our doors from the Atlantic and St.Lawrence ports to the extreme western points of travel. Should the success we anticipate from the change gauge plan be realized a traffic already respectable will tax, if it do not exceed, the greatest capacity of a single line of rails, and gladden our breasts, we trust, of now despondent proprietors.

(from the Cornwall Freeholder)

23/02/1869

Kingston Daily News

Gauge Change Cars

Gauge Change Cars

CE&M WORKS: The third installment of freight cars for the 'Green Line' of the Boston Car Company, consisting of ten, were turned out by the Company today, and the others are in a state of forwardness. The cars remained for a short time on the track near the Company's premises, and their handsome appearance was the subject of a good deal of curiosity and remark.

25/02/1869

Kingston Weekly British W Gauge Change Cars

Gauge Change Cars

MORE CARS: Another installment of ten cars for the Chicago and Boston "Green Line" were turned out of the CE&MCo Works yesterday.

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.

*02/04/1869 Kingston Daily News Gauge Change Cars Gauge Change Cars*

CE&MCo: This company a few days since despatched ten additional freight cars for the National Car Company of Boston, which completes half the number of its present contract with that company. The cars were in every respect similar to those previously despatched, and the same pains have been taken in the make and finish.

*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.

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

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

*28/04/1869 Kingston Daily News Gauge Change Cars Gauge Change Cars*

CANADIAN MACHINE WORKS: the CE&M Works Company despatched this morning ten additional cars to the Boston Car Company, another instalment of their contract. The present cars are quite equal to those previously despatched, and are a credit to the company.

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

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

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

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

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

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

*31/05/1869 Kingston Daily News Gauge Change Cars Gauge Change Cars*

AMERICAN FREIGHT CARS: The CE&MCo this morning turned out ten additional freight cars for the National Car Company of Boston, making a total of ninety already completed for the firm, and leaving ten to complete the existing contract between the firms. The cars have given perfect satisfaction.

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

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

The visit of the delegation from Newfoundland to Ottawa is now almost at its close, and with a most commendable spirit of hospitality, and a desire not to let our maritime friends depart without at least a cursory view of some portion of the Metropolitan counties, the managers of the Ottawa Union and Forwarding Company determined upon entertaining them at a complimentary excursion on the Ottawa River above Aylmer. To the President of the Company, R.S. Cassels, Esq, R.W. Cruice, Esq, and Alonzo Wright, Esq, M.P. for Ottawa County, the idea of the trip must be accredited and, though only finally settled upon late on the evening before it took place, we are glad to say it was in every respect a most successful and pleasant one. Besides the especial guests of the day - Newfoundland Delegates - invitations were extended to several Members of both branches of the Legislature, several members of the Press, and gentlemen residing in Ottawa: and had the time for preparation been somewhat longer, a far larger party could have availed themselves of the Company's proffered hospitality. As it was however, a goodly number mustered at the Russell House yesterday morning, shortly after seven o'clock, and were soon stowed away in omnibuses and cabs provided for their convenience, and on their road to Aylmer,

Despite a most annoying amount of dust which soon reduced the clothes of all the party to a neutral grey, and which most successfully made its way into the eyes, noses, and mouths of all. This first part of the excursion was got over pretty pleasantly, the wild scenery of the Chaudiere, the grand milling establishments in its vicinity, and the many handsome villas along the Aylmer road providing all present with sufficient topics for lively conversation.

The Company's wharf at Aylmer was soon reached where the steamer "Anne Sissons" was in waiting to convey the party up the river. The work of embarkation did not occupy much time and by half past eight all were merrily steaming for their destination: the famous Des Chats rapids.

The 'wash room' was the first place sought by every one, from which after shaking the dust of the Aylmer road from off their feet, brushing it from their clothes, and wiping it from their travel stained visages, all hands issued forth like grants refreshed with sleep, and ready for an onslaught on the capital breakfast which had meanwhile been got ready.

The party consisted of -- --

The fare was such as would have invited the attention of a party far less invigorated for the work and after a due and satisfactory discussion of the viands an adjournment was made to the upper decks, to take a view of the passing scenery. To many, indeed to most of the party, the trip was a new one and seemed highly appreciated by all. On one side lay the well cultivated farms of the county of Carleton, and on the other side the Eardly hills rising grandly at no great distance from the shore in Ottawa County, while every now and then was passed a large raft of logs either floating with the current or being towed to the Ottawa market or perhaps moved for a time to the shore. For a time the timber trade was the staple topic of conversation, the visitors being apparently anxious to verify from statements they had heard of the value of this great staple of Ottawa industry. Fortunately there were gentlemen aboard well posted in the matter, and the information asked was willingly afforded, and such deductions drawn from the figures by the enquirers as showed the trip had not lowered the importance of the Ottawa Valley in their eyes. There was on board a considerable party of voyageurs for the Upper Ottawa, and at Mr. Cruice's suggestion they occasionally varied the proceedings with canoe songs. In this was March, Kelleys and Badhams were passed, when close to the last named place, the "Ann Sission" (sic) passed the fine Iron Steamer "Emerald" towing a raft to Aylmer. After the usual salute Mr. Cass proposed a return of the guests to the cabin as the sun was getting pretty warm on deck. The idea was followed out, and soon the whole party were enjoying the supplies of the steward, flavored with songs and stories from several members of the company. This amusement, pleasant as it was, was not destined to be of long duration, for soon after leaving Fitzroy Captain Findlay made his appearance and announced the "Chats" in sight. An immediate move was again made for the deck, and there in the distance could plainly be seen the milk white foam of the main rapid. We will not attempt to describe this wonderful formation which should not be revisited by any resident of Ottawa, but we must say that its unique wilderness excited the unbounded admiration from all who saw it for the first time. The passengers were transferred from the steamer to the cars of the tramway which connects the reach below the "Chats" (sic) with that above. This brought the party to Union Village where the steamer "Alliance" was in waiting for such passengers as might be going further up the river. After making an inspection of this vessel, not forgetting the Steward's Department, the cars were again taken to Pontiac, and a re-embarkation made on the "Ann Sisson" (sic). On the downward trip, at Mr. Cassels's suggestion, the steamer was taken as close to the foot of the rapids as the current would permit to afford those on board the best possible view of them.

After leaving Quio a party sat down to a capital dinner Mr. Wright occupying the chair, and having on his right, the Hon. Mr. Carter and the Hon. Dr. Tupper, C.B. and on his left, the Hon. Mr. Kent and the Hon. Mr. Anglin. Mr. Cassels occupied the Vice-Chair, and was supported on the right by the Hon. Mr. Tessier, and on the left by the Hon. Mr. Whiteway.

After disposing of the substantial part of the repast the usual standard toasts were proposed by the chairman and duly honored. After which the health of the visitors was toasted with great enthusiasm. The health of the manager of the Company, of the chairman, and several other parties connected with the day's proceedings were received with applause, and elicited suitable replies. At an early hour Aylmer was again reached, and after landing the regular passengers a trip down the stream was made as far as the head of the "Du Chene" rapids after which the party returned to Ottawa, where they arrived shortly after seven o'clock. All who had the good fortune to be of the party expressed themselves highly pleased with the exertions made to promote their enjoyment by Mr. Wright, Mr. Cassels, Mr. Cruice and Mr. Thistle, and with the kind attention of Captain Findlay, and other officers of the steamer. The trip will long be pleasantly remembered by all.

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 --

16/07/1869 *Ottawa Citizen*

Canada Central

Long article on progress.

From Carleton Place to Ottawa the line is located, cleared and almost graded and the greater proportion of fencing material got ready for use so that little more remains to be done beyond laying the ties and rails and ballasting the road.

More,

20/07/1869 *The Times, Ottawa*

Canada Central

The question of the right of way through the city was brought before the Council last night and the subject was referred to the Board of Works -- Also in the Ottawa Citizen, same date.

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.

03/08/1869 *The Times, Ottawa*

Canada Central

We understand that that Mr. Stark, engineer of the Canada Central Railroad, is now making the necessary examinations and surveys for a route within the city which will suit all parties. The route originally chosen, is, we believe, abandoned as being objectionable to the Corporation.

04/08/1869 *Ottawa Citizen*

Canada Central

Canada Central.

The new route proposed for this railway in the city limits will, we believe, be almost at the south boundary of the city. The station, of course, will be on the canal bank, and those who hold property in the vicinity are looking for higher prices than they wanted a few months ago.

*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.

*14/08/1869 Ottawa Citizen Canada Central*

Canada Central Railway.

The question granting the railway a right of way through the city will come before City Council at the meeting on Monday night, when the newly surveyed route within the city limits will be submitted to the Corporation.

*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.

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

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

*12/09/1869 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.

*14/09/1869 The Times, Ottawa Canada Central*

Yesterday afternoon His Worship the Mayor, accompanied by Aldermen Goulden, Featherstone and Bate, and Captain Perry, City Engineer, and Mr. Starks of the Canada Central, proceeded to view the ground for a line for the Canada Central, from a point where it is proposed to cross the Richmond Road, above Mr. Spragge's residence, to a point on the Canal bank, its proposed terminus. No decision was come to in the matter. The desire of the corporation is to keep as near as possible to the city limits, whilst the Richmond authorities desire to have right of way in a shorter line to the canal.

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

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

*23/09/1869 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.

*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 The Times, Ottawa Ottawa City Passenger*

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

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

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

*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 Cukvert, 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.

*11/10/1869 The Times, Ottawa St. Lawrence and Ottawa Sussex Street*

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.

*14/10/1869 The Times, Ottawa Union Forwarding Chats Falls*

Prince Arthur visits the Upper Ottawa--

Ann Sisson was given exclusively to the Prince's party -- took the cars of the Union Railway, and went on board the steamer Alliance.--

*14/10/1869 Globe and Mail Union Forwarding*

Prince Arthur took a carriage to Aylmer and then travelled on the steamer Ann Sissons the Chats Falls via Quio and Pontiac.--

As navigation here is stopped by the falls, the Royal party were under the necessity of embarking. They then ascended a pretty steep stairway and came into a railway terminus. It is a horse railway. True, and it is only three miles in length, but it is a very fine railway notwithstanding, and so are the cars. The first one was neatly decorated with maple leaves and elegantly seated with easy chairs, and in this, having taken their seats, the Royal party proper then set off, at a handsome gallop drawn by two noble horses. There followed a second carriage containing the representatives of the press, and then a third with the Prince's baggage. The ride is at once very interesting and rather frightful, for the most part the carriages run over a railway raised to an elevation of more than 20 feet, and the first question suggested to one's mind is, what if a restive horse happened to be amongst the teams, for there is no ledge on the track, and to all appearances a very slight disarrangement would trip the whole thing, waggon, and horses, and passengers over into the marsh below. But though appearances are so threatening, it so happens by excellent construction and an excellent management not a single accident has occurred since the railway begun to run.

Along the track there are a few arches quite peculiar in their way. They were live arches, and consisted of pine trees being bent gracefully over, fastened, and surmounted with a crown made of pine branches. These arches, perhaps, attracted more attention from the Prince than all the other arches put together that have been erected in Canada since his arrival. In the course of the drive, several lumberers came to the side of the wharf, lifted their hats in a quiet way, and after their simple expression of loyalty had been heartily acknowledged by the Prince, stepped back to their work. After twenty minutes drive, the cars arrived at Union village.

*14/10/1869 Ottawa Citizen Union Forwarding Chats Falls*

Prince Arthur travels from Aylmer to Pembroke.

Takes the Ann Sisson to Chats Falls.

As the boat neared the landing place at the foot of the extensive buildings of the Forwarding Company, the place was seen to be extensively decorated and a crowd of some hundreds awaiting to welcome the visitor, and cheer after cheer greeted his approach. If the village is small no one could mistake its loyalty; men women and children turned out in a body, and more than one old white headed pioneer of the North sent his hat high into the air shouting a hearty welcome to the Prince. Up the steep steps to where the horse cars were in waiting for them the Royal party went, followed by a swarming crowd, who all the while vociferously cheered them. The cars for the Royal party, which were in waiting, were tastefully decorated, and furnished with handsome chairs and lounges. The Prince and suite were soon seated and in a few moments were rapidly traversing the three miles of the road intervening between Pontiac and Union Village. Union Village was soon reached where a repetition of the scene already enacted took place.

Goes on to Pembroke.

*20/10/1869 The Times, Ottawa Canada Central*

We are happy to learn that the financial prospects of the Canada Central Railroad are at present in good condition. English capitalists appear to have become satisfied that the road would be a paying concern, and have placed, or are ready to place, at the disposal of the company, the means of prosecuting the work, which will, therefore, be proceeded with without unnecessary delay.

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

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

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

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

*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.