

Local Railway Items from Area Papers - 1869

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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.

05/06/1869 *Ottawa Citizen* *Union Forwarding*

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 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 grunts 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 among them 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 unvisited 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. Cassell'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 Vic-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.

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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.

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 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau river*

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

-arm amputated, one toe amputated, internal injuries -

It is said the woman was in liquor at the time.

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

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

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.

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 began 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.