

# Local Railway Items from Ottawa Papers - 1871

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

Notice is hereby given that the St. Lawrence and Ottawa Railway Company have this day withdrawn the Duplicate Plan and Book of Reference of the proposed extension of the line of the said Railway, under the authority of Vic Cap. 20, deposited on 7 July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

THOS REYNOLDS

Managing Director

**Tuesday 10/01/1871 Ottawa Citizen Canada Central**

Canada Central Railway. It will be seen by advertisement that the night train on this road will be discontinued after Saturday next.

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

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

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

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

**Friday 13/01/1871 Ottawa Citizen Belleville Perth wood**

The inquest on the body of Mr. R.B. Kellock was concluded at the Town Hall, Perth on Wednesday. Donald Fraser Esq., County Attorney, was again in attendance. The railway company had a barrister from Brockville, Mr. Fraser, to watch the case. A number of witnesses were examined but nothing really new was elicited. From the whole evidence, it seems quite plain that Mr. Kellock, on the night before he was found in a dying condition on the railway track, had taken passage on the wood train which left Smiths Falls about half past eight o'clock; that he came up on the train as far as the wood shed at the Perth station (the place where the train stopped); and that he remained in the "van" with the men about fifteen minutes after the arrival of the train. After this all is uncertainty. How he left the train, where he went, when he left, who went with him - of all this nothing can be found out. Of course under these circumstances the jury could not give a verdict attaching blame on any quarter. The verdict is as follows:- "That the said Robert Kellock, on the 29th day of December 1870, was found dying on the track of the Brockville and Ottawa Railway, near the railway crossing known as Campbell's Crossing in the township of North Elmsley; that the said Robert Boyd Kellock, on being removed to the house of Patrick McHugh, in close vicinity, in the aforesaid township, did then and there almost immediately die. The jurors aforesaid find that the deceased came to his death by exposure and inclemency of the weather, and by no violent means to the knowledge of the said jurors".

**Friday 13/01/1871 Ottawa Citizen Kingston (CP)**

Kingston is agitating for a railway from there to Pembroke, in order to divert some portion of the trade of the Upper Ottawa from this city to that ancient and progressive town. The idea is certainly not a bad one, but there is not enterprise sufficient in Kingston to bring the scheme to maturity.

**Friday 20/01/1871 Ottawa Free Press Canada Central**

One of the locomotives of the C.C.R.R. was off the track for four days this week.

**27/01/1871 The Times, Ottawa Canada Central**

The extension of the Canada Central is going on rapidly. The track is laid to Castleford - almost half the distance between Sand Point and Renfrew; and as the bridges over the gullies are nearly ready to receive the ties, more rapid progress is likely to be made in laying the remaining portion of the track.

**Saturday 28/01/1871 Ottawa Citizen Kingston (CP)**

Pembroke Town Council has voted \$50,000 towards the construction of a railway to connect that town with Kingston. The municipalities through which the railway will pass are expected to add bonuses. Ottawa should wake up to the fact that other cities are making big bids for the immense and increasing trade which is to be obtained by tapping the upper waters of our noble river by railways.

**Tuesday 31/01/1871 Ottawa Citizen Canada Central**

On Saturday afternoon, owing to a delay on the Grand Trunk, the train on the Canada Central did not reach Sand Point in time to connect with the Capital. As there was a large number of passengers en route, the delay would have caused considerable inconvenience had not Mr. Abbott, who had received intimation by telegraph of the fact, sent a special train which brought all to the city in good time and with very little delay.

**Friday 03/02/1871 Ottawa Citizen Kingston (CP)**

Extract from Kingston News of an account of a deputation which went from Kingston to Pembroke to solicit assistance from Renfrew County for railway scheme.

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

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

**Friday 10/02/1871 Ottawa Free Press QMO&O**

Considerable excitement prevails in the counties of Ottawa and Argenteuil about the route of the proposed Northern Colonization R.R. Two routes are spoken of. One running at a distance of some forty miles back north of Ottawa and the other running close to the river.

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

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

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

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

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

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

**Saturday 18/02/1871 Ottawa Citizen Canada Central Chaudiere**

A fire occurred near the Canada Central depot yesterday morning, by which a blacksmiths shop belonging to the company was destroyed.

**Thursday 02/03/1871 Ottawa Free Press QMO&O**

With their usual want of energy and appreciation of the values of railways and other public works, the farming community of the Township of Buckingham and vicinity are beginning to look upon the North Shore railway as a bug bear and a speculation which is to sink their property deeply in debt, bringing ruin on the village and unlimited taxation, from which there will be no chance of extricating themselves. They are commencing to exclaim against the proposed scheme and would quash it if they could, but all their efforts will be but as a breath against the "march of improvement," and they will have a benefit forced upon them, and without appreciating it until their lands are trebled in value in a few years.

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

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

**Monday 13/03/1871 Ottawa Free Press Canada Atlantic**

The new railway from Ottawa to Coteau Landing will be called the Montreal Junction and Ottawa City Railway.

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

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

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

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

**Saturday 25/03/1871 Ottawa Citizen Ottawa Terminal**

The City Corporation is generally favorable to granting \$35,000 to the various railway schemes projected to ? at this city, on condition that a union depot be built somewhere near Cartier's Square Adjacent to the canal.

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

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

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

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

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

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

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

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

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

The street cars commenced to run their regular trips this morning, but the track was very rough.

A Street Railway item lay out in the cold opposite Miles' establishment all day yesterday. We expect any amount of "broken axle" paragraphs soon.

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

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

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

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

**Friday 07/04/1871 Ottawa Citizen Kingston (CP)**

Kingston proposes to give \$350,000 bonus to the Kingston and Pembroke Railway.

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

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

**Wednesday 19/04/1871 Ottawa Free Press Tramway McLachlin Bros.**

Arnprior. This morning, as McLachlin Bros. lumber cars were crossing the bridge in this village, a team attached to a waggon, standing near by, took fright, and started off across the track, and the team were thrown over the bridge. One horse was saved, the other, with the waggon, was sunk. One car was also thrown over the bridge, another smashed up and the bridge itself was badly broken.

**Thursday 20/04/1871 Ottawa Citizen Union Forwarding Aylmer**

The launch of the steamer "Jessie Cassels" will take place today at Aylmer. --

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

The street cars are doing rushing business just now.

**Monday 24/04/1871 Ottawa Free Press Canada Central**

The fences along the C.C. R.R. which were burnt last summer, are being rapidly rebuilt. The company have a large gang at work at it, and they are assisted by the farmers who are anxious to have their cattle confined within bounds.

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

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

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

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

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

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

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

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

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

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

**Monday 01/05/1871 Ottawa Free Press Canada Central Bells Corners**

The mixed train on the Canada Central, on the down trip on Saturday, ran into a herd of cows above Bells Corners. Two of the animals were caught on the cow catcher and were thrown clear of the road. Strange to say there were none of the animals killed, the driver having probably succeeded in slackening speed sufficiently to give the cows a chance.

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

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

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

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

**Saturday 06/05/1871 Kingston Daily British Whig Gauge Change Cars Gauge Change Cars**

MORE ROLLING STOCK: (from the Belleville Intelligence) - The Rolling Stock Company of Canada has given orders for 500 freight cars and our enterprising townsman C.J. Sterling has the contract to supply prepared lumber for the cars ... over \$25,000 ...

**Friday 12/05/1871 Ottawa Free Press Canada Central**

The track of the Canada Central, at Thompson's Bay, a few miles from the city was in danger of being swept away by the high water this spring. If the water was as high as it was last spring the track would have been carried away.

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

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

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

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

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

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

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

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

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

Pinhey vs. Street Railway Company.

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

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

**Monday 29/05/1871 Ottawa Citizen Union Forwarding**

Advertisement shows steamers, Jennie Cassels, Emerald, Prince Arthur, Alliance, Oregon, Snow Bird Jason Gould, Sir John Young, Pembroke, Pontiac and Kippawa. No mention of Ann Sisson or the railway.

**Friday 02/06/1871 Ottawa Citizen Brockville Brockville**

On Tuesday afternoon, as several sectionmen were employed on the track of the Brockville and Ottawa Railroad, between the tunnel and the machine shops in this town, one of the workmen named William Hurley was struck by an engine and instantly killed. There were two engines moving, one on the main line and one shunting, and in watching the one the other was not observed until it came in contact with the unfortunate man. The engine was backing up at the time and the men on the engine could not see far ahead. A coroner's inquest was held and a verdict of accidental death returned. Deceased was much respected, and his sudden death is very deeply lamented.

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

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

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

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

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

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

**13/06/1871 The Times, Ottawa Canada Central**

We notice that at the railway meeting yesterday there was some discussion concerning the propriety of the Corporation doing something to assist in the construction of a Central Railway station in this city. A central railway station would, no doubt, be a great convenience, but the first thing to be done is to ensure the construction of those railways which will bring trade to the city. Let the corporation do something to aid in the extension of the Canada Central from Sand Point to Pembroke, before the Kingston line is built and the trade of the western section of the Ottawa valley is diverted from us. This is a matter which admits of no delay. We can arrange about the station afterwards.

**13/06/1871 The Times, Ottawa Union Forwarding**

Ann Sisson does not appear in advertisement listing the company's steamers. The photograph of this vessel at Chats Falls is therefore pre-1871.

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

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

**Wednesday 05/07/1871 Ottawa Citizen Union Forwarding Chats Falls**

A fire occurred yesterday by which a portion of the tramway of the Union Forwarding Company above the Chats was destroyed. In consequence of this unfortunate occurrence a large portion of freight and a number of passengers had to come to town by Canada Central Railway. About half a mile of the tramway was destroyed and it will take some days to repair the damage.

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

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

**Thursday 06/07/1871 Ottawa Citizen Canada Central**

Certain farmers resident on the line of the Canada Central Railway are in the habit of putting down the railway fences and allowing their cattle to graze on the side of the track, and also of travelling thereon with horses and farming implements. Such persons may not be aware that they are violating the statutes of the Dominion, and rendering themselves liable to heavy penalties.

**06/07/1871 The Times, Ottawa Union Forwarding Chats Falls**

The Pontiac horse railway bridge over the Chats was burned down a few days ago. The origin of the fire is not known.

**14/07/1871 The Times, Ottawa Canada Central Renfrew**

The Canada Central railway have already given out the contract for the delivery of ties for the extension of the line from Sand Point to the village of Renfrew.

**14/07/1871 The Times, Ottawa Canada Central Chaudiere**

A Canada Central train crowded with Orangemen and others arrived at the Chaudiere station at three o'clock yesterday morning.

**Friday 14/07/1871 Ottawa Citizen Canada Central**

A contract has been entered into by the directors of the Canada Central Railway with Mr. Russell, of Horton, for the delivery, as required, of ties for the extension of the line from Sand Point to Renfrew village. The work of grading will probably begin by the 15th current, and as actual survey has shown that the length of road is only about thirteen instead of fifteen miles, as was at first believed, the grades very easy and no bridging required, the work is expected to be finished and the line in operation this autumn. The directors of the line are taking the proper course to ensure confidence in their success, the small bonuses promised by the village of Renfrew and the townships of Admaston and Horton not having been yet voted.

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

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

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

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

**Friday 21/07/1871 Ottawa Free Press Canada Central Renfrew**

Ground will be broken tomorrow for the extension of the Canada Central Railroad to that place. The board of directors will be represented by the Hon. A.B. Foster, R.W. Scott Esq., John Ashworth Esq., and other members of the board. This portion of the road will be finished during the present year.

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

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

**22/07/1871 The Times, Ottawa Canada Central Renfrew**

The ground will be broken today at Renfrew for the extension of the CCR line to that place. The breaking of the ground will be accompanied with some ceremony. Hon. A.B. Foster, R.W. Scott and John Ashworth will represent the Board of Directors.

**Saturday 22/07/1871 Ottawa Free Press Canada Central Renfrew**

Description of the cutting of the first sod on Mr. Plaunt's farm. Details of attendance, remarks, toasts etc.

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

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

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

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

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

Chaudiere Junction.

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

**THE DEPOT**

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

Kennedy's farm, crossing the canal a short distance below Hartwell's Locks by means of a

**SWING BRIDGE**

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

**THE GRADING**

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

**THE TRACK**

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

**THE COST**

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

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

**THE STATION**

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

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

**Monday 07/08/1871 The Times, Ottawa Canada Central**

There was an excursion from Almonte to Ottawa on Saturday by the Canada Central. The excursionists were very numerous and consisted principally of girls employed in Rosamond's factory. They walked in small processions through some of the streets of the city and left on return by the 6.20 train.

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

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

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

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

**Thursday 17/08/1871 Ottawa Citizen Kingston (CP)**

Mr. Evans C.E., who was in Ottawa on Tuesday, has commenced to organize his staff for the survey of the Kingston and Pembroke Railway.

**Friday 18/08/1871 The Times, Ottawa Canada Central**

The Canada Central annual report. Opened to Sand Point and has been surveyed to Pembroke and will be completed as far as Renfrew village by the end of the year. Have determined to make connection with the North Shore Railway at Hull when that is completed.

Ottawa is destined to be in the near future at the centre of a near perfect network of railroads.

St.L. & O. - communication with the lumber markets of the USA.

North Shore - connection between the commercial and political capitals.

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

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

**Saturday 19/08/1871 The Times, Ottawa Montreal and Ottawa**

The survey for the Montreal and City of Ottawa Junction railway is now completed. The line leaves the GTR at the River Rouge passing through Alexandria, Athol and crossing the Nation River about 2½ miles north of Duncanville; thence in an air line to Ottawa and forming a junction with the Canada Central in the centre of the city.

More.

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

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

**Wednesday 23/08/1871 Ottawa Citizen QMO&O**

The proposed North Shore Railway from Ottawa to Montreal has increased the value of land along the route in the estimation of the farmers. Every settler between Gatineau Point has settled in his mind that he will have a station on his farm, and that his farm will become a thriving city.

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

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

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

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

**Friday 01/09/1871 Ottawa Citizen Kingston (CP)**

At the last meeting of the Kingston and Pembroke Railway Company some Americans from Oswego took \$45,000 stock in the road and would have taken the whole of it if they had been allowed the directorship in their hands. Pembroke has taken \$16,000 by private subscriptions, and the Municipality itself has subscribed \$50,000. The County of Renfrew takes \$100,000 in stocks, and the scheme has the promise of the maximum amount granted by the provincial government, namely \$4,000 per mile. When the road is completed it is expected to cut off the whole of the Upper Ottawa trade from this city unless something is done to have the Canada Central extension from Sand Point to Pembroke, in working order within the next twelve months. There is no doubt but the natural channel of the vast Upper Ottawa trade is past this city, and if we let the Kingston people take it out of our hands it cannot easily be regained, and Ottawa capitalists will have cause to look back with regret at the inactivity and want of enterprise which has allowed such a golden opportunity to pass through their hands without being turned to advantage.

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

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

**Saturday 16/09/1871 Ottawa Citizen QMO&O**

The North Shore Railway of Quebec has adopted the 4 feet 8½ inch gauge. This road will be about 200 miles in length when completed and the adoption of this gauge will probably lead to the same being the width of all railways projected north westward of Ottawa.

**19/09/1871 The Times, Ottawa Canada Central Renfrew**

We understand from undoubted authority that the Canada Central Extension from Sand Point to Renfrew is being pushed forward with the utmost vigour, the anticipated fear of want of hands having proved itself uncalled for.

Men are daily flocking to the scene of the work in such numbers as to enable contractors to make a selection - the surest guarantee that the undertaking will be speedily and successfully completed.

All this is for the benefit of Ottawa and all is done by private and unaided enterprise. That the extension will go on westward there is little doubt to the still increasing prosperity of the city. When will the capital take even the small share of interest in that enterprise, necessary to secure what it so much needs, a Central Station.

**Thursday 26/09/1871 Ottawa Citizen Canada Central**

The Canada Central is doing good passenger business at present on account of the numerous gangs of men being sent up to the shanties.

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

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

**Saturday 03/10/1871 Ottawa Free Press L'Orignal and Caledonia**

We are informed that a renewed interest is being evinced in the proposed Caledonia and L'Orignal Railroad. It is thought likely that the Hon. Mr. Foster will be appointed to the position of President of the Company.

**03/10/1871 The Times, Ottawa Canada Central Renfrew**

The grading of the road from Sand Point as far as Castleford is now completed; and within a week's time the grading from Russell's gully to the village of Renfrew - a distance of about three miles - will be completed, with the exception of the cutting at Airth's Woods and one or two places in which the culverts have yet to be put in; the openings having been left for them. We are informed that it is in contemplation to bridge the big gully near Castleford, and also Russell's Gully, which will facilitate the completion of the road, as by this means the work will be finished perhaps two months earlier than it otherwise could have been done. This will remove any doubts that may have existed of the cars running to the village by the 1st of January.

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

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

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

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

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

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

Also Advertisement.

St. Lawrence and Ottawa Railway

Cedar Posts Wanted

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

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

Flatted cedar also wanted,

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

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

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

**Wednesday 11/10/1871 Ottawa Citizen Montreal and Ottawa**

The plans and profiles of the Montreal and Ottawa City Junction Railway will be on public exhibition tomorrow (Thursday) between the hours of ten o'clock a.m. and two o'clock p.m. The citizens are respectfully invited to call and examine them.

A meeting of the City Council will take place at two o'clock of the same day when the plans will be examined and explanations received from the President of the Company, D.A. MacDonald, Esq. M.P.  
More.

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

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

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

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

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

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

**13/10/1871 The Times, Ottawa Montreal and Ottawa**

Report of a special meeting of City Council on Montreal and City of Ottawa Junction railway plans.

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

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

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

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

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

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

**23/10/1871 The Times, Ottawa Canada Central Renfrew**

The Renfrew Mercury says: The ties are placed along the line ready to be put into position, to be used for the rails. from Sand Point nearly the whole distance to Renfrew.

Workmen are employed in erecting the bridge over the big gully near Castleford, and for the bridge over the gully on Russell's farm, nearer the village, control has been taken by Messrs Halpenny and Faichney, who already have some men at work preparing the timber for it. They are also commencing to level the ground at the station and other buildings in the village.

**Saturday 28/10/1871 Ottawa Citizen Canada Central**

Rumor saith that the Canada Central and B. & O. Railways from Ottawa to Sand Point and the extension of the former to Renfrew has been leased to Sir Hugh Allan of Ravenscraig, in the interest of the railway projected between Montreal and Ottawa. If Sir Hugh intends work we may expect to see a large increase of energy and business developed over these lines of road, as the Knight of the Ocean Steamships seldom fails to turn anything he touches into gold. So says the Perth Courier.

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

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

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

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

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

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

**Friday 03/11/1871 Ottawa Citizen Canada Central Renfrew**

Canada Central Railway. - On Monday the work of track laying was begun on the extension of this line to Renfrew.

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

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

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

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

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

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

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

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

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

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

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

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

**Thursday 09/11/1871 Ottawa Citizen Maniwaki**

Ottawa and Gatineau Valley Railway - Article.

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

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

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

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

**13/11/1871 The Times, Ottawa Canada Central Renfrew**

The Renfrew Mercury says: We understand that the grading on all the sections from Sand Point to Renfrew will be almost entirely completed by the end of this week, and the contractors are consequently beginning to discharge their men; and that the bridges over the gullies are so far advanced that by the end of next week they will be ready for the rails. The track laying is already being proceeded with, some two miles of rail having been laid from Sand Point. We are also informed that by the end of this month the people of Renfrew will hear the sound of the whistle of the locomotive.

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

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

**15/11/1871 Kingston Daily British Whig Gauge Change Cars Gauge Change Cars**

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

**Wednesday 15/11/1871 Ottawa Citizen Maniwaki**

The Ottawa & Gatineau Valley Railroad - its probable cost. Article.

**Saturday 18/11/1871 Ottawa Citizen Maniwaki**

Ottawa & Gatineau Valley Railroad - construction. Article.

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

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

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

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

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

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

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

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

**Thursday 23/11/1871 Ottawa Citizen Montreal and Ottawa**

Editorial on Montreal and Ottawa Railway.

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

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

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

A man employed attending a circular saw for cutting wood at Gloucester station, St. L. & O. Railway, had his left hand frightfully lacerated by the saw yesterday.--

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

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

**Saturday 25/11/1871 Ottawa Citizen Gosford Pole Railway Pole Railway**

A wooden railway (a letter from Quebec)

Thinking over these matters we reached the Gosford terminus about eleven o'clock on the day in question, and there found six cars discharging their loads of firewood over three feet in length, and composed of maple and beech. There were from 500 to 600 cords piled about, and we saw some giants three feet in diameter. One peculiarity of the construction of the track was that the ties were round, being simply undressed spruce logs, 8 feet long, embedded in the earth. The rails of maple are 14 feet long by 4 inches notched into the sleepers and wedged, with iron fastenings. The gauge is four feet eight and a half inches.

Our train soon gave symptoms of starting, the little compact engine (built at the Rhode Island Engine Works) sharply whistling now and then. There were six platform cars and one for passengers which for elegance or accommodation could hardly be likened to "Pullman" It was about 15 feet long and would hold say a dozen passengers comfortably.

While thus reflecting we were rattling along, and quickly passed Charlesbourg Church on our right. Here the valley of the St. Charles is as flat as a table, and we went at about fifteen miles an hour. Then we reached St. Augustin, near which is the beautiful Lake Calvert, celebrated for fine trout and perch fishing. On nearing the outskirts of Lorette we saw ahead of us an incline that it seems hardly possible to surmount. It was steep enough to have made not a bad slide for toboggans, and when a schoolboy, the writer has often been fain to content himself with one less promising. We wondered as we approached it how it would be possible for a train to travel up such a grade, but very much after the fashion of a driver touching up his horses he rushed him up hill, the engineer put on steam - puff - puff went the engine, and nobly she dragged us up the grade, the steepness of which is 230 feet to the mile. I may say here that the steepest curve has 600 feet radius. Crossing the Jacques Cartier bridge we had a glimpse of pretty scenery, that a fellow excursionist with artistic proclivities quickly availed himself of. The river is about 200 feet wide and the top of the bridge is 66 feet above the water. The trestle work is 1,250 feet long and while crossing we felt as if we were doing some "airy" travelling.

On our return we went up and down all sorts of impossible inclines in the most reckless sort of way, but by this time we were getting used to it, and as our engine now and again came to a more than ordinary serious descent we gave ourselves up in blind faith in Providence. At one or two places along the line was firewood stacked in large quantities, destined to brighten the hearth of many a denizen of Quebec.

It is presumed the railway can bring into the city some 50,000 cords yearly. The cost of building the 25 miles to Gosford was estimated at \$120,000, the annual income at \$29,000 and expenditure (including a charge of ten per cent, reserve for renewal of plant) at \$45,195.

**Monday 27/11/1871 Kingston Daily British Whig Gauge Change Cars**

Five new freight cars for the Canada Rolling Stock Company left the CE&MCo's Works this morning for the GTR.

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

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

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

We understand that Mr. Reynolds has made arrangements for conveying the lumber from the Chaudiere on an extraordinary scale.

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



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

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

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

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

**Tuesday 05/12/1871 Ottawa Citizen Canada Central**

A brakeman employed on the Brockville and Ottawa Railway was killed yesterday. He was on top of one of the box cars after leaving Arnprior and, passing under a bridge, about a mile from that village, struck his head against the beam. He was killed instantly. An inquest was held on the body after the train arrived at Sand Point, when a verdict in accordance with the facts was rendered. He was a French Canadian from Lachine where his people reside.

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

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

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

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

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

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

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

St. Lawrence and Ottawa Railway Advertisement.

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

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

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

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

THOS. REYNOLDS

Managing Director

Ottawa, Dec. 8, 1871.

**Saturday 09/12/1871 Ottawa Citizen Canada Central Renfrew**

The extension of the Canada Central Railway from Sand Point to Renfrew has received a sudden check. The iron rails were laid within six miles of the village of Renfrew, when the workmen were all discharged on account of the iron required for the road being prevented from reaching its destination by the early freezing up of the St. Lawrence.

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

The extension to the Chaudiere of the St. Lawrence and Ottawa Railway, intended to facilitate the immense lumber trade carried on at and in the immediate vicinity of the City of Ottawa, necessitated the building of another bridge across the Rideau, as well as the construction of a lateral branch from the main line, commencing some miles south of the Ottawa terminus. There is also a swing-bridge across the canal, and these are the only bridges required on the extension. Between the two bridges a small embankment is constructed to connect them.

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

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

**Monday 11/12/1871 Ottawa Citizen Canada Central Renfrew**

The Canada Central Railway Company have applied for Government aid to extend their line from Renfrew to Pembroke. The road is now under contract between those two places, and will probably be completed before next fall.

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

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

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

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

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

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

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

More.

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

More

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

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

**Friday 22/12/1871 Ottawa Citizen Maniwaki**

Since the publication of the notice in the Canada Gazette concerning the application to Parliament for a charter to build this road. The value of land along the Gatineau has greatly increased and large tracts have been purchased from the Government of private

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

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

Also reported in the Citizen for 21 December 1871.

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

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