Local Railway Items from Area Papers - 1872

03/01/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CARS: The CE&M Works turn out their compliment [sic] of five box cars weekly for the through line of the GTR. The workmanship is excellent, the construction substantial, and in every respect the cars class with those of any eastern or western build.

06/01/1872 Ottawa Citizen Maniwaki

Ottawa and Gatineau Railway. A meeting of the Provisional Directors of the above road was held in the City Hall yesterday at 3 p.m. Mr. R.W. Cruice occupied the chair, and Mr. P.A. Eagleson acted as Secretary. As there was not a full attendance of the Board, Mr. Robert Lyon moved, seconded by Mr. Prichard, that the meeting be adjourned to a future day of which ample notice will be given. The resolution was carried, after which the meeting adjourned.

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

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

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

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

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

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

13/01/1872 Ottawa Citizen Montreal and Ottawa Lancaster

The first meeting of the Montreal and Ottawa Junction Railway Company was held at Lancaster on 10th inst., when Mr. D.A. MacDonald M.P. was elected President and Mr. E. McGillivray of this city Vice President. The company intend to push their work without unnecessary delay and tenders will be advertised for at once so that contracts for construction can be entered into by the 6th February next. More - good to see it etc.

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

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

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

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

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

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

27/01/1872 Ottawa Citizen QMO&O

Northern Colonization Railway. Yesterday's Montreal Gazette says:- "We are requested to state that the plans and profiles of this railway between Montreal and Hull have been completed and are now on view at the office of the Chief Engineer of the Company, Mr. Legge, where anyone desirous of examining them may have and opportunity of doing so.

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

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

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

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

16/02/1872 Almonte Gazette Canada Central Pembroke

Canada Central Railway
The Ottawa news has received creditable information that it is the intention of the Canada Central Railway Company to have the road reach pembroke next fall.

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

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

19/02/1872 Ottawa Citizen Canada Central

Railway courtesies. Last fall the ship "Mary Fry" left England for Quebec laden with iron for the Canada Central Railway extension to Pembroke. Owing to stress of weather the vessel put in at New York, and there discharged her cargo. The directors of the Canada Central, anxious to get the iron to its destination, endeavored to make special arrangements for its conveyance over the American roads, but not one company would undertake to forward it except at regular freight rates and single car delivery. This would, of course, entail immense expense and uncertainty of delivery. Under these circumstances the people of Renfrew are beginning to equivocate about the bonus promised to the road as if they desired to free themselves from its payment. We wonder which is the meanest, the American railway companies or the people of Renfrew.

23/02/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

The CE&M Works ... has never perhaps been more busily engaged than at the present time, and the future promises to be marked with a still greater degree of activity. During the whole of the winter season the work ... has progressed ... to complete contracts of an urgent and important character, most of the mechanics -and efficient staff -have been obliged to put in many hours overtime, not infrequently till midnight. The company holds combined contracts from the IRC, GTR and GWR, ... apart from a contract of one hundred and seventy-five changeable gauge box freight cars for the Canada Rolling Stock Company, one hundred and thirty of which have already been built and delivered. Two locomotives and thirty cars monthly are turned out.

26/02/1872 Ottawa Citizen Ottawa City Passenger

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

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

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

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

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

01/03/1872 Almonte Gazette Kingston (CP)

MORE AMALGAMATION - the Ottawa Times has information that the surveyed route of the Kingston and Pembroke Railway comes out neat the Village of Renfrew, and that this is the only practicable route; further that if the line should ever be constructed (?) the terminus will be at Renfrew, where it forms a junction with the C.C.R.R

01/03/1872 Ottawa Free Press Ottawa City Passenger

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

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

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

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

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

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

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

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

08/03/1872 Almonte Gazette Canada Central

Canada Central Railroad.
M. Blake moved the following resolution:
That this house doth ratify the Order in Council granting aid to the Canada Central Railway company, which order is to the following effect: the Committee of Council have had under consideration the application of the Canada Central Railway Company for aid under the "Act in Aid of Railways," and that they advise that subject to the ratification of this Order in Council by a resolution of the Legislative Assembly, payment be authorized to be made out of the Railway Fund to the said company, on the fulfillment of the conditions of the said Act, of a sum equal to two thousand sixhundred and fifty dollars per mile of that portion of the said railway, between Sand Point and Pembroke, on the condition that the said Company shall before the first day of May next agree to an instrument embodying all proper details, and approved by the Lieutenant Governor in Council to do what may be necessary in order to give the Kingston and Pembroke Railway company running powers over that portion of the said railway lying between the point of approximation near Douglas and Pembroke, on terms to be settled between the Companies, by the award of the majority of three arbitrators, one to be chosen by each company, and the third by the two so chosen or in case of disagreement by the Lieutenant-Governor and Council, on making which award the arbitrators to have regard to the amount of public aid granted to that portion of the said railway under this order in council. The Committee further advise that payment be authorized in respect of any portion of the said Railway not less than twenty miles in length, on the fulfillment of the conditions of the said Act as to such portion and on proof to the satisfaction of the Lieutenant-Governor in Council of the existence of a bona fide, and sufficient contract for the completion of the works on the remainder of the line between Sand Point and Pembroke.
The motion was agreed to.

08/03/1872 Almonte Gazette Brockville and Ottawa Sand Point

B. & O.R. Employees Ball
A ball was given by the employees of the B. & O. R., at the Chat's House, Sand Point, on Friday evening last. The gentlemen and their partners - principally Brockville ladies - arrived on the evening train, and dancing commenced almost immediately, and was kept up all night. The ball passed off very pleasantly.

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

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

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

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

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

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

18/03/1872 Ottawa Free Press Ottawa City Passenger

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

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

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

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

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

16/04/1872 Ottawa Citizen Ottawa City Passenger

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

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

The street cars ran a few trips yesterday.

25/04/1872 Ottawa Citizen Other Pooley's Bridge

Mr. Sparks has broken ground for the erection of this much needed structure. It will extend across the gully in line with Queen street, forty feet wide. The grade will be two feet seven and a half inches in the 100 feet, extending from the centre of George street to the centre of Duke street. When completed it will be the most complete and durable structure of its kind in the city. Mr. Perry superintends the work himself, and is evidently determined to make it an ornament as well as a credit to the city.

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

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

03/05/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NEW CONTRACT: The Canada Rolling Stock Company have contracted with the CE&MCo of Kingston for five hundred more cars, to be used on the GTR.

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

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

13/05/1872 Ottawa Citizen Ottawa City Passenger

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

14/05/1872 The Times, Ottawa Canada Central Ashton

Depredations at Ashton

At about half past nine o'clock on Thursday night, as the Canada Central Railway train for Ottawa was a short distance this side of Ashton station, a stone weighing about two pounds was hurled through the window into the passenger car. It was thrown with such force that it broke through the blind, plate glass and sash, passing close to Mr. Orme's head and grazing the face of a clergyman. On the same night several young men took possession of the station and breaking open a barrel of beer drank all they could. A young girl was the only person in charge at the time.

The matter was immediately put into the hands of Detective O'Neil who requested the pr? to keep quiet for a few days which was done. On Saturday morning when the perpetrators of the deeds thought the law was not going to trouble them, Detective O'Neil proceeded to Ashton accompanied by Sergeant McVeity and County Constable Smith. In a short time they had arrested eight men four of whom they afterwards released. Their disorderly conduct about the station, were it their only offence would be viewed leniently by the authorities but we understand they shall suffer the fullest penalty for throwing the stone at the car. There have been too many cases of this kind lately and it is high time an example was made of the reckless and malicious offenders. It will be remembered that last summer stones were hurled into passenger cars on the St. Lawrence and Ottawa Railroad. The case will come up at police court tomorrow morning.

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

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

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

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

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

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

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

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

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

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

29/05/1872 The Times, Ottawa Union Forwarding Chats Falls

Excerpt of description of trip up the Ottawa River from Aylmer to Pembroke.

The steamer Jessie Cassells plies between Aylmer and Pontiac which latter place was reached by our reporter about 1 o'clock on Friday. From Pontiac, a distance of about 12 miles [sic] is made by horse railway which is elevated a considerable height the whole length from the level. This railway conveys the passenger to the wharf of the Prince Arthur which navigates a very beautiful reach of the river.

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

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

07/06/1872 Ottawa Citizen Maniwaki

Ottawa and Gatineau Railway. It will be seen that, by advertisement, a public meeting in support of this excellent scheme, is called for the 13th instant, at the City Hall. It is hoped there will be a full attendance of all persons interested in the progress of Ottawa and the development of the surrounding country.

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

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

08/06/1872 Ottawa Free Press St. Lawrence and Ottawa Sussex Street

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

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

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

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

It is 48 feet 6 inches long; 8 feet 4 inches high in the centre and 8 feet 6 inches in width, and has the capacity to accommodate 52 persons comfortably. The seats are on the Bingham patentsty's? Their peculiarity is that the back has more of a slope than the ordinary seats and the ends are padded up, so that the person's hip cannot come against the elbow rest. The ventilation is also excellent; the side ventilation is on the Cook Hartford patent principle; cylinders at the top. The wood material in maple and black walnut varnished, looks remarkably well. There is a coat rack for every seat. Three magnificent lamps hung at equal distances from the top of the car will give the necessary light. There are three mirrors, one 2ft. 6 in. x 3 ft.

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

12/06/1872 Ottawa Citizen Ottawa City Passenger

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

20/06/1872 The Times, Ottawa Hull Electric Aylmer

Horse railway to Aylmer.

The continuation? of the Ottawa Street Railway as far as Aylmer has been suggested to us, and the matter seems feasible enough in a paying point of view, while it would be of immense importance to the city of Ottawa, Hull and to the people of the town of Aylmer. There would be no engineering difficulties to contend with in laying the track, on the present excellent ordinary road, the trustees of which could exact tribute from the cars, as from other vehicles at the tolls. Saw mills would be built at Aylmer, and arrangements could be made with such men as Mr. Eddy, M.P.P. for the County of Ottawa to bring down lumber to the railway depots in this city direct from the mills. The bay of Aylmer is so admirably adapted for the collection and booming of timber, that were there any mode for bringing sawed lumber to the locomotive railway stations here, mills would instantly be built there. Mr. Eddy himself could obtain the necessary additional Act of Incorporation from the Parliament of Quebec, and it is not at all likely that the managers of the present macadamized road to Aylmer, would put any obstacle in the way of the scheme which would have the effect of peopling their highway to an extent scarcely now conceivable.

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

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

27/06/1872 Ottawa Citizen Ottawa City Passenger

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

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

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

06/07/1872 Ottawa Citizen Brockville and Ottawa

At a recent meeting of the Council of the County of Lanark-- moved a committee to demand from the Brockville and Ottawa Railway Company the amount of their indebtedness to this county; and if they refuse then to place all necessary papers in connection with the B.& O.R.R. loan of $800,000 in the hands of the said solicitors, with instructions to take whatever proceedings our claims may warrant against the Company - motion was carried.

12/07/1872 Ottawa Citizen Brockville and Ottawa

The B. & O. Railway received one of the new locomotives ordered from the Portland Locomotive Works on Monday last. It is a powerful and substantial piece of workmanship, having the benefit of all the latest improvements. Mr. Marshall, the superintendent of the railway works at Brockville took a trip with it on Tuesday and expressed himself highly pleased with its working and the several improvements upon it. It is so constructed that it may readily be changed to a narrow gauge.

12/07/1872 Ottawa Citizen Kingston (CN) Gauge Change Cars

The Grand Trunk Railway authorities have recently issued a notice to the effect that the restrictions and difficulties existing hitherto at Port Huron, as regarded forwarding goods to the Western States, have at length been removed, and that the change of gauge cars of the Company enable it to ship goods, household effects, &c. to Chicago and other Western ports of entry without detention. All goods must be accompanied by an invoice and consular certificate, both of which are to be made out in triplicate.

18/07/1872 Ottawa Free Press Ottawa City Passenger

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

19/07/1872 Ottawa Citizen Tramway Goodwin's tramway

Mr. Goodwin, the contractor for the new bridge, has erected an elevated tramway across the Canal, by means of which he proposes conveying the clay excavated on the western hill in grading Wellington street, across the Canal, for the purpose of filling in the Eastern abutments of the bridge.

25/07/1872 Ottawa Citizen Ottawa City Passenger

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

26/07/1872 Ottawa Free Press Brockville and Ottawa locomotive

The B. & O. and C.C. R.R. Company have put together another fine locomotive to their lines. It was turned out at the Portland Company's Works, with all the modern improvements. It has 16 x 24 inch cylinders and 5 foot wheel, and when ready for action weighs 40 tons.

27/07/1872 The Times, Ottawa Canada Central Renfrew

Hon. A. Foster paid a short visit to Renfrew Thursday to look after matters connected with the CCRR and is expected back today to straighten up everything preparatory to a large force of men being brought on in the beginning of next week. The road will be completed by first of September; but in the event of freight requiring to be delivered before that date, Mr. Foster kindly offers to move it over in advance of the opening of the road for passenger traffic.

30/07/1872 Ottawa Free Press Kingston (CP)

The contracts for building this road have at length been given out and signed; after hanging fire for some time. The successful contractors are Messrs. G.W. Phelps & Co. pf Watertown, N.Y., and Springfield, Mass. The terms will probably specify the locating of the route wherever they wish and can build the cheapest.

01/08/1872 Ottawa Citizen Canada Atlantic Central Depot

From a text ad repeated over several weeks
Dufresne & McGarity are to move on 20 August to their own new and extensive warehouse situated on the south [sic] side of the Canal Bank contiguous to Sappers Bridge. These premises have been erected by the undersigned at an enormous expense, having been fitted up with all modern improvements, as well as for the receiving and delivering of goods of all descriptions, teams being able to pass through the building and discharge their loads or be loaded in the building by the aid of machinery. ... access from Sussex, St. Paul (now Besserer), & Rideau Streets. In addition to the above, they have their own steamer and barges, and freight of all descriptions is now and will be discharged on the bank of the canal at their own doors.

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

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

12/08/1872 The Times, Ottawa Canada Central Renfrew

The Renfrew Mercury says:- We now learn that a fresh start has been made by surveyors in preparing for the repair of the CC Railway, and that Mr. Stark will arrive here in a day or two, to remain until the line is open.

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

The streetcars ceased to cross over Pooley's Bridge today, altho9ugh it is still passable for waggons and foot passengers.

23/08/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

THE CE&MCO: The usual weekly compliment of five cars for the Canada Rolling Stock Company left the CE&M Works today.

24/08/1872 Ottawa Free Press Ottawa City Passenger

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

28/08/1872 Ottawa Citizen Ottawa City Passenger

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

29/08/1872 Ottawa Free Press Brockville and Ottawa locomotive

The B. & O. and C.C. R.R. Co. have added another new locomotive to their rolling stock. This last, No. 10 - like No. 9 which was put on a short time ago, was also turned off at the Portland works. It is got up with all the recent improvements. Among these are the new patent lubricators by which the engineer can oil it without leaving the cab. The pumps can also be operated from the cab, and it has the improved patent safety valve. It has 16 inches cylinders 24 inches stroke and 5 feet wheel; but although very large and powerful it rides almost as easily as a passenger car. Mr. Clough, the engineer, who has had an experience of 13 years in the same capacity on the G.T.R. pronounces it to be the best he has seen. It possesses another peculiarity of being easily changed from broad gauge to narrow gauge and vice versa.

31/08/1872 The Times, Ottawa Canada Central

A magnificent new passenger car arrived on its first trip at the Canada Central Station on Thursday morning. The B&O & CC RR companies need to make extensive additions to their rolling stock owing to the great increase of traffic and travelling patronage.

07/09/1872 Ottawa Citizen Ottawa City Passenger

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

09/09/1872 Ottawa Citizen Canada Atlantic

A full meeting of the Ottawa and Coteau Landing Railway Company was held at Lancaster last Friday. It was decided to increase the force now at work on the road so as to have twenty-two miles graded before the 1st of January 1873m from the Province line westward to Alexandria. Our citizens may now look to the early completion of the road, now that the directors are pushing forward its construction with such commendable energy.

13/09/1872 Ottawa Citizen Ottawa City Passenger

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

14/09/1872 Ottawa Free Press Ottawa City Passenger

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

18/09/1872 Ottawa Free Press Ottawa City Passenger

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

19/09/1872 Ottawa Citizen Canada Atlantic

The Ottawa and Coteau Landing Railroad Company have three hundred men at work on the section of their line between the Province line and Alexandria, and the work is advancing rapidly.

19/09/1872 Ottawa Free Press Ottawa City Passenger

Mr. Cussan's waggon broke down on the Sappers Bridge last evening, as he was driving home from the Agricultural grounds with a load of fowl. There was no foul play suspected, however, as the street rails and poor wheels were the cause of the accident.
The street railway on Sparks Street, near Messrs. Garland Mutchmor & Co., was blockaded yesterday afternoon for some time by the breaking down of a cart load of slabs. Efforts were made to get the street car off the track, so as to pass the obstruction and not delay passengers, but the attempt was unsuccessful and they were obliged to change cars for a time, until the blockade was raised.

20/09/1872 Ottawa Citizen Canada Central Renfrew

The Canada Central Railroad are at present negotiating for the extension of their line to Pembroke at an early date. The branch to Renfrew will be opened the 15th of next month, a reinforcement of sixty men having been sent from Ottawa this week to ensure completion of the work by that date. The iron required for the work was delivered to Sand Point this week The entry of the first train into Renfrew village will be celebrated by a grand demonstration, preparations for which are already being made. Work is being pushed forward vigorously on the Merrickville branch, and a heavy force of laborers will be employed on it next month. Also in The Times, Ottawa 21 September.

21/09/1872 Ottawa Citizen Canada Central

Two magnificent cars constructed on the Pullman system were brought into the Canada Central Station from Brockville today. They are capable of holding sixty passengers each, and are furnished in the most luxurious manner. The woodwork on the inside is all of beautifully finished walnut, maple and mahogany, and is put together with such accuracy that no joints are visible. The windows are large and supplied with two sets of blinds which move upward or downward to suit the convenience of passengers. The arms of the seats are plated with silver headed screws. The bell cord, usually such a nuisance to tall passengers, passes through the moulding in the roof, where it is out of the way of the most aspiring tile. The windows at both ends of the cars are of stained glass, so that a red light is always shown at the end of the train. A handsome smoking apartment with sixteen seats is attached to one of the cars. It is furnished in the same luxurious manner as the rest of the car. The cars were manufactured in Brockville under the superintendence of Mr. Marshall.

23/09/1872 Ottawa Free Press Canada Central

Two palace day cars, manufactured at Brockville under the superintendence of Mr. Marshall, are now running regularly on the Canada Central Railway. The cars are beautifully finished inside with polished maple, walnut and mahogany, so skillfully arranged that not a joint is visible. The seats are capable of holding sixty persons with comfort, the arms are plated with silver and fastened with silver headed screws. The windows at the end of the cars are of stained glass so that red is always visible from the end of the train. A smoking compartment, containing 16 seats, is attached to one of the cars, and is finished in the same style, The workmanship throughout is superb.

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

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

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

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

25/09/1872 Ottawa Citizen Ottawa City Passenger

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

26/09/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

CE&MCO: ...Our local representative, ever true to his professional instincts, dropped in yesterday in quest for an `item', and was informed that a new contract of one hundred box-freight cars, narrow gauge, for the Canada Rolling Stock Company were then being commenced, the first complement of five being in a partial state of construction.

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

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

30/09/1872 The Times, Ottawa Kingston (CP)

The Kingston News says the contractors are pushing forward the Kingston and Pembroke Railway with all the energy at their command. They have a large staff of employees engaged in grading in two sections - one party near Dalton's Farm, Cataraqui and the other near the toll gates on the Storrington Road.

01/10/1872 Ottawa Citizen Brockville and Ottawa

Last Sunday a locomotive attached to a freight train on the Brockville and Ottawa Railroad became separated from the tender. The engineer jumped off at once, and the fireman followed, jumping off on the opposite side of the track. The tender ran off the rails and falling over, crushed the fireman beneath it, killing him instantly. The deceased was a brother of Mr. A.G. Peden of the St. L. & O.R. Company, and was highly esteemed by all who knew him.

01/10/1872 The Times, Ottawa Canada Central

The new cars on the Canada Central Railway are second to none on any other line, in point of neat internal arrangement, comfort and general excellence of construction. in them travelling on the Canada Central and Brockville and Ottawa is a pleasure, particularly so when the conductors are gentlemen who pay every attention to the comfort and safety of the passengers. We hope the line may soon be extended to Pembroke.

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

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

05/10/1872 Ottawa Citizen Canada Atlantic

Mr. McGillivray received a letter today, from the Superintendent of the Ottawa and Coteau Landing Railway, in which it is stated that there are four hundred men now at work on the road, and it is expected that ten miles of grading will be finished in another week.

05/10/1872 Ottawa Citizen Canada Central

The Almonte Gazette says that Mr. Henry Abbott, of the Canada Central Railway, has gone to Sand Point to personally superintend the construction of the branch to Renfrew and ensure its completion ere the 15th of October.

07/10/1872 Ottawa Free Press Canada Central Chaudiere

A new derrick for unloading stone from the cars has been put up at the Canada Central station. It is a much better one than the one which has been used in times past.

11/10/1872 Ottawa Citizen Brockville and Ottawa Smiths Falls

The Coroner's jusry in the recent case of accidental death on the Brockville and Ottawa Railway, returned the following verdict: "The jury of our Sovereign Lady the Queen, to enquire into the cause of the deth of Graham Robertson Peden, of the town of Brockville, Province of Ontario, after a searching investigation, agree that the said graham Robertson Peden, accidentally came to his death on the morning of Sunday, 26th of September, 1872, on the Brockville and Ottawa railway about four miles north of Smith's Falls, by being crushed under the tender of No. 5 locomotive - said tender having overturned in consequence of running off the tack, in conjunction with the engine and two cars. The reason of the train running off the track at that particular place the evidence does not clearly show, but enough was given to prove that the track for two or three miles adjacent is in a very unsafe condition, and this jury cannot but censure the brockville and Ottawa Railway for not having, before this, put it in proper repair. The juru also regret that the Brockville and Ottawa Company have not more reverence for the Sabbath, and more consideration for their employees, that to make a custom of running their trains on that day,"

11/10/1872 Ottawa Citizen Canada Central Renfrew

Mr. A.B. Foster was at Renfrew Monday last and went over the whole line of railway between Sand Point and Renfrew, and was highly pleased with the progress of the work made by his employees. It is expected that freight trains will run the 20th inst. And the road will be opened for passenger traffic the 1st of next month. The Renfrew people are making their weekly payments of several thousand dollars regularly, according to contract.

11/10/1872 Ottawa Citizen Brockville and Ottawa Renfrew

Hon. A.B. Foster was at Renfrew Monday last, and went over the whole line of Railway between Sand Point and Renfrew, and was highly pleased with th eprogress of the work made by his employees. It is expected that freight trains will run the 20th inst., and the road will be opened for passenger traffic the 1st of the month. The Renfrew paople are making their weekly payments of several thousand dollars regularly, according to contract.

14/10/1872 Ottawa Citizen Canada Central Chaudiere

A new swing derrick has been constructed at the Canada Central Railroad Station, for the purpose of unloading the large quantities of sand stone which are being imported into the city for the fence at Parliament Square.

16/10/1872 Kingston Daily News Kingston (CN) Gauge Change Cars

NARROW GAUGE CARS: The last compliment of four cars of the contract held by the CE&M Works for the Canada Rolling Stock Company (narrow gauge) left the foundry today for their destination. They were accompanied by one car of a contract of five hundred for what is termed the Canada Rolling Equipment Company (narrow gauge, too) for the GTRCo, the Machinery Works unable to complete the tender owing to the pressure of other business, have sublet four hundred cars to different other establishments, the whole of which are intended to be run on the American line and branches in Canada. …

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

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

October 21, 1872

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

19/10/1872 Ottawa Citizen Ottawa City Passenger

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

22/10/1872 The Times, Ottawa Ottawa City Passenger

This terrible disease (Epizootic Hippo-Diphiros) may be communicated from the horse to human beings. Persons handling sick horses should be careful of inhaling the breath of diseased horses and must be careful to wash their hands after touching one."

23/10/1872 Ottawa Free Press Ottawa City Passenger

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

24/10/1872 The Times, Ottawa Canada Central Renfrew

The Renfrew Mercury says: The unfavorable weather has somewhat delayed the completion of the CC extension and it will be a few days yet before the engine reaches the village. Meantime Mr. McRae has ridden on the engine, at the rate of 20 miles an hour, from Sand Point to the big gully; and the railway whistle can be heard in the village. The first engine at the village station is expected on the 26th inst. and the formal opening will take place on Wednesday 13th November, when trains will commence running regularly.

28/10/1872 Ottawa Free Press Ottawa City Passenger

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

02/11/1872 Ottawa Citizen Canada Atlantic

There as, we are told, a great deal of talk in Montreal about the folly of building a wooden bridge from Coteau to Valleyfield, in connection with the Coteau and Ottawa Junction Railroad now in course of construction. Considering that Montreal might have had a controlling interest in the road had she accepted the offer made by its original promoters, and considering also that the diversion of the road to Valleyfield must seriously injure several of her most important interests, this imputation of folly looks uncommonly like an exhibition of sour grapes. We don't know if it be too late, but if not we would suggest to the wise men of Montreal that the city should at once take stock in the road to the amount of $200,000, with the proviso that if the wooden bridge be built across the river, it shall be used wholly for the transport of lumber which secured (piece missing).

05/11/1872 Ottawa Citizen Canada Central Renfrew

We are informed that the Canada Central Railway, will, if possible, run a passenger train from Arnprior to Renfrew tomorrow, to accommodate those who may wish to go to the fair at the latter place. This will be the first passenger train on the new branch line.

07/11/1872 Ottawa Free Press Canada Central Renfrew

Full traffic on the Canada Central Railway Extension to Renfrew will commence on Wednesday next week.

11/11/1872 Ottawa Citizen Canada Central Renfrew

The opening of the branch railroad to Renfrew will not take place until about the close of this month.

12/11/1872 Ottawa Citizen Canada Central Renfrew

The Renfrew branch of the Canada Central Railroad, though not yet formally opened, is ready for traffic. A freight train of nine loaded cars passed over it yesterday from Sandy Point to Renfrew, making the trip in forty-five minutes.

19/11/1872 Ottawa Free Press Ottawa City Passenger

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

19/11/1872 Ottawa Citizen Ottawa City Passenger

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

23/11/1872 The Times, Ottawa Canada Central Renfrew

Dear Sir,

Please favour by inserting in your paper the fact that no official notice was ever given by headquarters, that the Renfrew branch would be opened at the time mentioned by the special correspondent of a city paper. The Renfrew merchants have no legal right to have their freight brought over the line before it is taken from the contractors, the profit on way freight from Sand Point to Renfrew would be no compensation for a break in the line which is liable to occur by the passing of freight trains over the road before it is fully ballasted. If it had not been for the kindness of the Managing Director, they would not have got any freight over the road yet. If the Renfrew merchants have only been charged 6 cents a hundred they must find a pleasant increase in their profits as they paid 30 cents formerly. I hope they will give the people the benefit of the difference.

W.E. Johnson November 22 1872.

25/11/1872 Ottawa Citizen Canada Central Renfrew

The Directors of the Canada Central Railway propose to visit Renfrew Thursday 28th instant, on a tour of inspection over the new line to that village. Several gentlemen from Ottawa have received invitations to join in the excursion. Also in The Times 26 November.

26/11/1872 Ottawa Free Press Ottawa City Passenger

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

28/11/1872 The Times, Ottawa Canada Central Renfrew

There is to be an excursion to Renfrew on the 4th proximo by the Canada Central Railway to which the directors of the road have issued invitations.

29/11/1872 Ottawa Citizen Canada Central Chaudiere

A third derrick has been erected at the Canada Central Railway station to facilitate the unloading of freight.

30/11/1872 The Times, Ottawa Canada Central Chaudiere

The Canada Central Railway station is very much crowded with the accumulation of blocks of sandstone for the Parliament Square fence and the Parliament Library.

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

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

04/12/1872 Ottawa Free Press Canada Central Renfrew

The Canada central Railway extension to Renfrew was formally opened today, by an excursion from this city to that place. A good number of the leading citizens comprising members of the city council, went on the trip. A regular passenger train, will hereafter run on the line to accommodate the traffic which will now take place.

05/12/1872 The Times, Ottawa Canada Central Renfrew

At half-past eight yesterday morning, a party of gentlemen, among whom were the Hon. Sir Francis Hincks, the Hon. Dr. Tupper, Hon. Mr. Mitchell, Sir Hugh Allan, the Hon. James Skead, Mr. Foster, His Worship the Mayor of Ottawa, Mr. Martineau, Mr. Alderman Bangs, Mr. Wm. McKay, Mr. Edward McGillivray, Mr. H.V. Noel, Mr. John Ashworth, Mr. Daniel Galbraith M.P.P., Mr. B. Rosamond, Mr. Aumond, Mr. McMullen (Brockville), Mr. George Hewson and Mr. Mr. Thos Stagg of the same place, and Mr. Haggart M.P., and Mr. Code M.P.P. (Perth); the Warden of Renfrew, and others, left town by the Canada Central Railroad to be present at the inauguration, or rather opening of the road from Sand Point to the thriving and rapidly rising village of Renfrew, situated on the River Bonnechere, nine miles from its confluence with the Ottawa. At Renfrew, the Bonnechere falls rapidly about 100 feet, over a bed of white limestone, and the scene is most picturesque. Renfrew is 58 miles distant from Ottawa, and, by rail, about 12 miles from Sand Point. The opening up of the Canada Central, while it will greatly benefit Ottawa, will be of still greater importance to Renfrew, and it is to be further hoped that the line will be still further extended to Pembroke before many months elapse. The trains from Brockville and Ottawa amalgamated at Carleton Place, arriving at Renfrew about half-past one, where luncheon was partaken in the Town Hall. The President of the C.C.R., Hon. Mr. Abbott, was in the chair, Sir Francis Hincks and Hon. Mr. Mitchell being on his right, and Sir Hugh Allan, Hon. Dr. Tupper, Hon. Mr. Skead and Mr. Galbraith on his left. Through some misapprehension and to the great regret of the chairman the leading men of Renfrew were not present. The champagne flowed freely, and the speeches were most eloquent, as they invariably are on such occasions.

06/12/1872 The Times, Ottawa Canada Central Renfrew

Yesterday it was stated in the Journal that umbrage had been taken by the Reeve of Renfrew on account of an invitation not having, as it appeared to him, been extended to the representatives and officers of the municipality. Invitations were sent. Mr. Henry Abbott, Superintendent of the Canada Central Railroad did send invitations, and, although these invitations did not reach the Reeve, the Secretary or any other officer of the Renfrew Corporation - if we may so style the members of the municipality - the intention was good. It is true, and "pity 'tis true", the invitation failed to reach Renfrew in sufficient time to prevent the Reeve from being affronted; but immediately upon it becoming known to Mr. Abbott that the written invitations had not reached their destination he telegraphed from Carleton Place sending the invitation to be present at the luncheon. Upon arrival of the train too, Mr. Abbott went and especially apologized for the lapsus, but His Worship the Reeve was inexorable, and like Calypso, would not be comforted. He would receive no apology, but would satisfy his indignation by withholding the light of his countenance from the entertainment. This churlishness, for we can call it nothing else, is to be regretted. However, if Mr. Reeve finds it impossible to accept an apology, it is impossible for us to supplement the impossible.
Canada Central advertisement still shows connections at Sand Point.

07/12/1872 Ottawa Citizen Canada Central Renfrew

Passenger trains will commence running regularly on the Renfrew Extension Railroad next Monday.

07/12/1872 The Times, Ottawa Canada Central

Canada Central advertisement shows connections at Sand Point.
A second advertisement, dated December 6, shows two trains arriving at Renfrew at 2.15 p.m. (no. 2) and 9.10 p.m. (no. 4) but the same times are also shown for no. 1 and no. 3. Very confusing, but it seems that there are trains running through to Renfrew. The same advertisement shows Brockville and Ottawa trains running through to Sand Point.

27/12/1872 The Times, Ottawa Canada Central Renfrew

The Canada Central Railway have given six hundred free tickets to the inhabitants of Renfrew and the surrounding district. These tickets are good for Christmas and New Year Holidays and are distributed by the Corporation of the County. Two hundred have been allotted to Renfrew village; two hundred to the Township of Horton; and two hundred to the Township of Admaston. These tickets hold good for one week, and over one hundred were presented to the conductors on Christmas Day.