

# Local Railway Items from Ottawa Papers - 1873

**Saturday 04/01/1873 The Times, Ottawa Canada Central**

We learn that the excursion of the Ottawa Fire Company to attend the ball of the Perth Fire Brigade on New Year's Eve, was a very pleasant affair to all participating. On arrival at Perth Railway Station, they were received by Captain Lee of "Fountain 2", who was in waiting with omnibuses, and conveyed to Allan's Hotel. Having refreshed, they were escorted to the ball room, in the Town Hall, which was beautifully and very tastefully decorated for the occasion, and in very short time they were "up to their eyes in business," everything possible being done by their entertainers to make them feel at home. Dancing was kept up until after six o'clock on New Year's morning. Having partaken of a hearty breakfast provided by their friends, and having given three times three and a "tiger" for Captains Lee and Kippen, and the firemen of Perth, reluctantly took their departure from the scene of enjoyment, being escorted to the station by the Perth boys. Several young ladies intend moving to Ottawa shortly. This is ominous (sic). The "Ottawas" will return the compliment paid them by their brother firemen of Perth, before long we have no doubt.

**Saturday 11/01/1873 The Times, Ottawa Canada Central Chaudiere**

Yesterday afternoon, Mr. Moses Holt proceeded with several men to the Canada Central Railway station for the purpose of seeing them on their way to the shanties. Mr. Holt had no difficulty in getting their baggage on board, but could not persuade the men to follow their traps. After some --ble, however, they were got aboard, they had not been in the cars many minutes when they began to fight among themselves, and one of them produced a knife and threatened to stab the conductor. A melee followed, and it terminated with the posse being turned off the train and their baggage going on to Renfrew without them. Mr. Hold has to look after the men until this morning's train. It is doubtful whether he will be able to send them after their traps or not.

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

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

**Thursday 30/01/1873 The Times, Ottawa Canada Atlantic**

City of Ottawa and Coteau Landing Railway

A meeting of the directors of the City of Ottawa and Coteau Landing Railway Company was held Monday last in the town of Lancaster. The work on this important line of railway is now being pushed forward as rapidly as is possible at this season of the year. One hundred men are now employed at the heaviest cuttings, and this force will be largely augmented in the spring. Already 14 miles of the railway have been graded and prepared for track laying in the township of Lochiel and Kenegon (s/b Kenaston)

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

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

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

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

**Wednesday 26/02/1873 The Times, Ottawa Canada Central**

The men of the "Fountain" Fire Company of Perth, who attended the ball of the Ottawa Fire Company on Monday evening were escorted to the Canada Central Railway station yesterday morning by a large number of their brethren of this city. At the depot, addresses were delivered by Chief Young, Alderman Heney and Captain McCaffery of the Ottawa Company.

**01/03/1873 Ottawa Citizen Buckingham Buckingham**

We recently referred to an enterprise which had been projected by Mr. Lemoyne and a few other public spirited gentlemen in Buckingham for constructing a macadamized road from that village to Waddell's wharf, on the Ottawa river, a distance of four miles. The project fell through notwithstanding the liberal offers of its promoters, owing to the apathy of the Buckingham public. Instead of welcoming an enterprise, by which their property would have been greatly improved at a comparatively small cost to themselves, the villagers actually opposed it, and we regret to state it has finally been abandoned.

Proposed Enterprise.

Another enterprise of a larger character has been originated by a number of gentlemen connected with the important mining interests of the Riviere Aux Lievres. They have developed very rich mines of plumbago and phosphate of lime, and are extracting it in large quantities, but they find it more difficult to transport their freight over the four miles between Buckingham and the Ottawa river than the hundreds of miles it must be carried after it is conveyed to that point before it reaches the Eastern markets. Mr. Garrett, of the mining and lumbering firm of Garrett and Roberts, has suggested that a railroad might be constructed from the village to the wharf for the transportation of the immense quantity of minerals and lumber that must now be drawn in wagons over the worst of country roads before it can be shipped.

The project has been well received by every mill and mine owner on the Lievres. An organization has been effected under the title of the Buckingham and Lievres Railroad and Navigation Company and an act of incorporation will be secured for it as soon as possible. The object of the company is to construct a railroad from Buckingham wharf to the village and to place a line of steamers on the Lievres to connect the northern terminus of the road with the Little Rapids, twelve miles above the village. This will afford the lumbermen and the mine owners a cheap and rapid means of shipping their freight to the Ottawa river, and for procuring supplies, etc., for their mines and mills. Few of our readers are aware of the mineral richness of the country north of Buckingham.

<http://news.google.ca/newspapers?id=2W8uAAAIBAJ&sjid=p9kFAAAAIBAJ&pg=6334,3980750&dq=train+l+railway+l+railroad&hl=en>

**Monday 24/03/1873 The Times, Ottawa Ottawa City Passenger**

Four street cars robbed

On Friday evening last four cars of the street railway were robbed at the depot, New Edinburgh. The proceeds of the day's traffic had been left in the boxes, and during the night they had been broken into and their contents stolen by some scoundrels. It was evident the deed was of no stranger to the place, as the cars are left in the same place every evening and had never been touched before.

March 26. The abstracted from the boxes of four street cars on Friday evening last, was last evening found in the possession of an employee of the company. The delinquent seems however, to have received a hint that such discovery was made and got on board the St. Lawrence and Ottawa Railway last night. The authorities at Kemptville and Prescott were telegraphed, and he has no doubt, by this time taken a return ticket to Ottawa.

March 27. Robert McWilliams, charged with robbing four street cars, was taken into custody by Police Constable Banning, yesterday at Prescott, and brought to Ottawa on the evening train. The case will be brought up this morning before the Police Magistrate.

March 28. Was brought before the magistrate this morning, but there being rather a lack of evidence his case was adjourned until tomorrow when he will receive the award of his speculations.

March 29. Remanded until next Monday.

**Saturday 30/03/1873 Ottawa Citizen QMO&O Chaudiere bridge**

Chaudiere Railway Bridge. Mr. Wise has completed his survey and soundings for the proposed railway bridge across the Ottawa river above the Chaudiere. He reports a very favourable route in line with Amelia Island between the two shores. The bridge will be 3,400 feet long, 2,000 of which will be on land at low water. Over the river the extent will not be above a greater depth of five feet of water, and the depth in the channel is less than twenty feet. Soundings further up show a depth of 80 feet, so that the location of the bridge may be on the line indicated.

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

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

**Monday 07/04/1873 The Times, Ottawa Ottawa City Passenger**

Much of the track of the City Passenger railway is now clear from snow. Saturday men were engaged with a peculiar kind of scraper in removing thick mud from the line; and in a day or two the cars will, in all probability, be brought into use.

**Thursday 17/04/1873 The Times, Ottawa Ottawa City Passenger**

The cars of the City Passenger Railway ran through to the Chaudiere for the first time yesterday. They are a very great convenience and have been badly missed during their recent suspension.

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

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

**Tuesday 20/05/1873 The Times, Ottawa Ottawa City Passenger**

The streetcars, which have been running heretofore to Pooley's Bridge, will run through to the Suspension Bridge this morning

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

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

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

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

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

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

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

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

**Tuesday 09/09/1873 Ottawa Citizen Ottawa City Passenger**

The cars on the street railway this morning made a depot at the corner of Rideau and Sussex streets. They could not pass that point owing to the excavations being made for the waterworks trenches under their track. Many of our citizens were in consequence disappointed, in some cases waiting an hour for a car, and then making a few cursory remarks in connection therewith, or wishing someone else had their charter.

**Friday 12/09/1873 Ottawa Citizen Canada Central**

At a recent meeting of the company it was decided to notify the Warden of Renfrew that if \$200,000 were subscribed by the different municipalities along the route, including Ottawa, the road would be completed to Pembroke this fall. We trust this amount will be raised without delay. The interests of the whole Ottawa valley demand that the monopoly so long and arbitrarily exercised by the steam boat, horse car and stage company, which controls the trade of the Upper Ottawa, be broken up.

**Monday 15/09/1873 The Times, Ottawa Canada Central**

Canada Central Timetable is dated May 7, no changes seem to have taken place in June.

**Wednesday 17/09/1873 Ottawa Citizen Tramway Parliament Hill tramway**

The contractors for the improvement of Parliament Square are laying a temporary track to convey the earth from the excavations to Major's Hill. The cars will soon be put on and the work commenced.

March-01-14 Colin J. Churcher

**Saturday 27/09/1873 Ottawa Citizen Tramway Parliament Hill tramway**

The tramway and bridge for the conveyance of earth from the excavations on Parliament square are completed and cars are now running on them.

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

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

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

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

**Saturday 04/10/1873 Ottawa Citizen Kingston (CN)**

Owing to the change of gauge which is being made on the Grand Trunk today, the Queen made a special trip to Grenville this afternoon for the accommodation of the travelling public to Montreal. She had a large number of passengers on board.

**Monday 06/10/1873 Globe and Mail Kingston (CN)**

Completion of the alteration of gauge.

The alteration of the gauge of the Grand Trunk Railroad to the standard American gauge was completed at three o'clock on Saturday afternoon, the time occupied in the alteration being the short period of about twenty-nine hours. A freight train left Montreal for the west at one o'clock on Saturday, and the whole system from Stratford to Montreal is now in through working order and available for general traffic. One of the most difficult portions of the work was the reduction of the various tracks in the station yards. This is occasioned by the multiplicity of diamond crossings, curves, and switches which are the necessary accompaniment of tracks so involved. In order to rapidly and successfully contend with the obstacles met at every point and curve, a large number of efficient workmen set to work in this yard, and early in the afternoon of Saturday the freight and passenger tracks were lessened. The grain track, over which there is not, in proportion, so much traffic, and some tracks of lesser importance were not finished until this morning, although a numerous body of men were engaged upon the work yesterday. The undertaking was greatly facilitated by the adjustment of the inside spikes at the required distance, along the track from the two extreme points. Some portions of the work were executed in remarkably short spaces of time. One overseer, Mr. Savane, of Brantford, whose headquarters were at Oshawa, narrowed his section of fifteen miles in two hours and a half. Mr. J.C. James, who had the most difficult section to reduce by reason of the frequent occurrence of curves, in consequence of which the rails had to be cut and otherwise altered, executed his work in three hours and a half. The overseer from whom the first telegram announced the completion of a section was Mr. Martin Connolly. The passenger traffic was opened this morning by trains leaving Stratford and Montreal at half past seven and seven o'clock respectively. Through communication has been opened by this much-needed change with the principle cities of the United States, and shippers of freight will reap the benefit by receiving their goods in better condition than was the case when much transhipment was necessary.

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

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

TThSO leaving (both directions)

Leaving Montreal and Toronto on MWFO.

**Thursday 28/10/1873 Ottawa Citizen Other Dufferin Bridge**

Dufferin Bridge dedicated by Lord Dufferin.

**Friday 07/11/1873 Ottawa Citizen Ottawa City Passenger**

The managers of the Street Railway Company finding that the old sleighs are altogether too heavy for the winter traffic, have, we understand, given orders for the construction of new ones on a lighter scale. The change was sadly needed and will no doubt facilitate the now apparently slow winter coach.

**08/11/1873 The Times, Ottawa Ottawa City Passenger**

The managers of the City Passenger Railway have given orders for the construction of a number of new sleighs of an improved pattern and lighter build.

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

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

St. L.&O. advertisement dated November 12.

**14/11/1873 The Times, Ottawa Ottawa City Passenger**

The cars of the CPRR are still running although with great difficulty owing to the accumulation of snow on the track.

**Saturday 14/11/1873 Ottawa Citizen Ottawa City Passenger**

The Street Railway Company have replaced the wheel cars with runners. They slide along quite easily.

**17/11/1873 The Times, Ottawa Ottawa City Passenger**

The cars of the City Passenger Railway have been taken off the route and the old cumbersome sleighs substituted. It is understood the company are having constructed a more improved pattern and lighter build.

**Thursday 18/11/1873 Ottawa Citizen Ottawa City Passenger**

The conductors on the street railway during the present weather have no easy time of it, especially when every hundred yards they proceed, their cars run off the track. The pick and shovel men of the brigade are out in force today, endeavouring to improve the rails, but they have very little effect. The street cars of today, and the corporation horse, are about the slowest things a person would wish to ride behind.

**17/12/1873 The Times, Ottawa Ottawa City Passenger**

It was rumored some time ago that the City Passenger Railway contemplated having constructed a number of sleighs for winter traffic of a lighter build and larger capacity. If such is the intention of the company the sooner they set about the work the better. The present cumbersome vehicles which are drawn through the streets at a snail's gallop are totally inadequate for the requirements of the city. They are altogether too small, only accommodating ten persons and that too with some difficulty. It is no easy task, especially for ladies to enter them and it is an equally difficult task to get out of them. What the city wants is a sleigh of larger dimensions, capable of seating at least twenty persons comfortably and a proper means of ingress and egress. The company will undoubtedly not only benefit themselves, but the general public generally, by instituting immediate reform in this direction.