

# Local Railway Items from Area Papers - 1874

*22/01/1874 Ottawa Free Press Ottawa City Passenger*

We took a trip on the City Railway cars yesterday, they are unquestionably handsome. There is every opportunity for an excess of taste in the employment of fancy woods and veneers, in the frescoing and upholstery, which go to make up the interior of our modern parlours at present not on wheels. The Ottawa workmen have not been slow in improving that opportunity. The elegant interiors which have resulted from their skillful workmanship have attracted much attention. In making cars pleasant to look upon, there has been an unhealthy regard paid to making them comfortable to ride in. It would be omitting in the general beauty of their make did we forget to mention the elaborate decorations and frescoes on the head lining or ceiling of the said cars. We thanked goodness for our safe arrival at Noonan's for one of his lunches.

*27/01/1874 Ottawa Citizen Ottawa City Passenger*

The sleighs of the O.C.P.R. Co. will, by kind permission, leave the doors of Rideau Hall after the concert in and of St. Bartholomews on Wednesday evening next.

*29/01/1874 Ottawa Citizen Ottawa City Passenger*

It occurred yesterday and the scene was a street car. Two men between whom there was a striking contrast, one being built in a corpulent style and the other resembling a billiard cue, entered the car; the latter in advance and with ease and the former with much difficulty. The man constructed on the cue style was named David and the big fellow, Geo. Elma Eha (Goliath). The armies of the Israelites and Philistines were, however, absentees, and the sling and spear were not observed. These men sat opposite each other, and when the car stopped near the corner of Wellington and Bank streets they both dived for the door into which they wedged so closely that considerable effort was required to release them. They then drew back, hesitated for a moment, and again started for the door simultaneously, meeting in the same way. They both backed into the car, and the fat man majestically waved his hand and remarked to the slim man "mine friend, you go owet," and he went.

*05/02/1874 Ottawa Free Press St. Lawrence and Ottawa Sussex Street*

Mr. C.J. Brydges' new private car is at the St. Lawrence & Ottawa depot. Having brought that gentleman from Montreal a few days ago. The car is most beautifully fitted up with every comfort necessary to lighten the fatigue of a railway journey. Its nice to be a railroad manager.

*23/02/1874 The Times, Ottawa Kingston (CP)*

Annual report showed that over \$35,000 had been advanced on the work done. Thirty miles of the road will be in running order to the iron mines by the first of September next.

*27/02/1874 Almonte Gazette Canada Central Carleton Place*

Accident

We regret to learn that Mr. Bannerman, a popular conductor on the C.C. Railway was severely injured while superintending the coupling of cars at the Carleton Place junction on Wednesday last, We did not learn the extent of his injuries, but understand that one foot was badly damaged.

*12/03/1874 Ottawa Free Press St. Lawrence and Ottawa*

Mr. Thomas Reynolds, the able managing director of this road, has lately sent to Massachusetts an order for two new locomotives, to be run with Express trains. With these engines it is expected that the trip to Prescott will be made in an hour and a half. It will be remembered that last fall, a great part of the St. L. & O. R.R. was laid with steel rails.

*12/03/1874 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

It is said the St. Lawrence and Ottawa Railway Company have decided to remove their workshops to Ottawa. They will likely be built in the vicinity of the present station.

We understand the St. Lawrence and Ottawa Railway Company have ordered two new large engines, with six feet drivers for express trains. They are being manufactured in Massachusetts and will be put on the road next spring. They will make a slight change in the time of running from this city to Montreal, and the distance from Ottawa to Prescott will be run in about an hour. The company is ever alive to the wants of the travelling public, and secure all modern and improved machinery to quicken the speed and increase the security of travelling. It may be said this road is the freest [sic] of accidents of any in the Province.

*13/03/1874 The Times, Ottawa St. Lawrence and Ottawa*

"We understand the St. Lawrence and Ottawa Railway Company have ordered two large new express engines, with six-foot drivers, for express trains. These are being manufactured in Massachusetts and will be put on the road next spring. They will make a slight change in the time of running from this town to Montreal, and the distance between Ottawa and Prescott will be run in something like an hour. The Company is ever alive to the wants of the travelling public, and secure all modern and improved machinery to quicken the speed and increase the security of travelling. It may be said that this road is the freest from accidents of any in the Province. " The foregoing is from an evening paper and is likely to be incorrect in several respects. It is not probable that the company have ordered a class of engine that is going entirely out of use; there are few roads now using six foot driving wheels; nor is it probable that there is any intention of trying "to run from this city to Prescott "in something like an hour". Something like two hours would indicate a more commendable sort of enterprise, and more certainly win public acceptance and approval, and Mr. Reynolds knows it.

*23/03/1874 Ottawa Free Press Huron and Ottawa*

We observe in the office of the Russell House, a handsome map showing the route of the Huron and Ottawa Railroad, to connect Ottawa City with Parry Sound. All the townships on the route are shown as well as the leading roads, opened through the Crown Lands by the Ontario Government, at the expense of over one million dollars. The plan is well worthy of inspection. It was executed by Mr. W. Revele, draughtsman of the Crown Lands Department, Toronto. This line was projected by Mr. H.J. Hubertus, who has just returned from Toronto, where he has been occupied in securing the passage of the Act of Incorporation by the Ontario Legislature.

*27/03/1874 Almonte Gazette Canada Central*

The Canada Central Railway

The railway continues to merit the encomiums we recently passed on it. No time is lost at the stations, but travelling is conducted with the utmost despatch. We learn it is proposed to change the gauge [sic] in the spring to one similar to that of the Grand Trunk Railway.

**30/03/1874** *Ottawa Free Press* *St. Lawrence and Ottawa*

On Saturday afternoon the train of the St. Lawrence & Ottawa Railroad, which left the station at one o'clock, became uncoupled from the engine and forward cars about a mile from the station. The locomotive and two cars proceeded some distance before the break was observed. Eighteen cars were left behind, but only about fifteen minutes time was lost before they were again under headway.

**31/03/1874** *Ottawa Free Press* *Huron and Ottawa*

Editorial about the advantages. More

**02/04/1874** *Ottawa Citizen* *St. Lawrence and Ottawa*

The ten o'clock train on the St. Lawrence and Ottawa last night, was the largest of the season. There were five first class passenger cars and four sofa cars completely filled with members returning home to spend their Easter holidays.

**03/04/1874** *Almonte Gazette* *St. Lawrence and Ottawa*

The St. Lawrence & Ottawa Railway have ordered two new engines from massachusetts. With them the express trains will go from Ottawa to Prescott in about one hour and thirty minutes.

**03/04/1874** *Almonte Gazette* *Brockville and Ottawa* *Brockville*

A young man named Childs, employed on the B. & O. Railway, was badly injured last week in Brockville, by being jammed between two cars.

**06/04/1874** *Ottawa Citizen* *Ottawa City Passenger*

The street car company have put on a force of men to clear the track and put the cars on. They are cutting up the streets pretty considerably and should be made to level any part of the road broken up by them.

**07/04/1874** *Ottawa Free Press* *Ottawa City Passenger*

A gang of men were at work on Sussex street this morning clearing the street car track of the ice, which is much thicker than people would have supposed.

**07/04/1874** *The Times, Ottawa* *St. Lawrence and Ottawa*

The Ontario Car Co of London have now on exhibition at the depot of the St. Lawrence and Ottawa Railway a freight box car, one of a lot of 150 at present being built for the Canada Southern Railway Company according to drawings and specifications furnished by the master mechanic of that road. The cars are to be run in the through "Diamond Line" from Omaha, St. Paul etc. to New York etc. and have been greatly admired and approved by the leading railway men of both east and west.

It is only just to say that the car sent here for inspection of railway officials and others was put together from the bare wheels and received the first coat of paint within six and a half hours, and is simply a fair specification of the material and workmanship put into cars furnished by this car company.

The Ontario Car Company keep on hand a well selected stock of seasoned lumber, have facilities for turning out ten cars daily and can undertake the delivery of cars within ten days of receiving the order.

The company also exhibit a newly patented self car coupler, somewhat similar to, and adapted to be used with the bumpers presently in common use on all our railways. The chief peculiarity and advantage of this self coupler is that the link is kept in a perfectly horizontal position for coupling to another car without being rigidly held at any point so that it readily adjusts itself to other cars of irregular heights. The pin can also be set and held in position for coupling when the link from another is inserted. The cost will not exceed that of many other bunters now in common use, and has no complicated attachments to get out of order. This self coupler is the invention of Mr. Samuel Wright, foreman machinist at their shops in London. The man in charge of the sample car at the St. L. & O. Railway depot was happy to show this car coupler in operation. Mr. Thomas Muir, Manager of the Ontario Car Company Works is also in the city at the Russell House and will furnish all necessary information in respect to cars.

**10/04/1874** *Almonte Gazette* *Canada Central* *Almonte*

A New Ferry

merchants and others who have to haul goods from the station are considering the question of having a scow built to ply across the railway pond opposite our office. There is every probability that the scheme would pay, as it is expected that carters will soon have to desist crossing, as there is a great danger of losing their horses. It is strange that the railway authorities allow this "slough of despond" to exist from year to year, and never make an effort to have it remedied, when a few car loads of gravel would do the business. If the company cannot afford to do anything else, they might at least instruct some of their employees to drain off the water.

**10/04/1874** *Almonte Gazette* *Canada Central*

Row

On Monday morning a row occurred on a Canada Central car bound for Ottawa. A crowd of Frenchmen were on board, and had been drinking hard. They attacked two of the passengers named Arthur and Stephen, and beat them mercilessly, cutting them and bruising their faces and bodies. When the train arrived, Police Constables Graves and McLachlin arrested three of them, named Lachapelle, Bisson and Fortier, and took them to the police station. The others managed to escape but the ringleaders were the men arrested.

**10/04/1874** *Ottawa Free Press* *Ottawa City Passenger*

About nine o'clock last night a man was badly injured by being thrown out of his carriage on Sparks street. One wheel was broken off the carriage, and the whole accident was caused by the channel cut in the road by the Street Railway Company.

**11/04/1874** *The Times, Ottawa* *Ottawa City Passenger*

The cars upon the street railway made their first through trip yesterday. The public will doubtless rejoice at again having placed at their disposal the use of those cars which have actually become an institution in the capital.

**14/04/1874** *Ottawa Free Press* *Ottawa City Passenger*

First of the season. A stage wagon came to grief yesterday afternoon, near the west end of Sappers Bridge; one axle was broken by the street railway track. This is the first accident of the kind this season, so far as we can learn. The passengers in the stage at the time, were spilled, and some of them had their clothes grievously soiled.

**20/04/1874** *Ottawa Free Press* *Canada Central* *Pembroke*

Account of meeting at Pembroke on 15th. More

Railway Meeting at Pembroke.

A large meeting was held in the town of Pembroke, on Wednesday evening last, to consider matters in connection with the extension of the Canada Central and Kingston and Pembroke railways to that town. Bonuses amounted to \$150,000 had been granted to the latter line, and now the Canada Central offer to extend their line to Pembroke during the present summer for the consideration of a liberal bonus.

Mr. W. m. Moffatt occupied the chair and in the course of his remarks said:-- he did not suppose the people here had particular preference for one road over another. They would be satisfied with whatever road came first; the chief object was to secure railway communication as soon as possible.

Mr. Thomas Murray in his remarks said:-

"It had been said that the K. & P. R. R. and Canada's Central would likely amalgamate in the neighbourhood of Renfrew, and in such case the Kingston railroad would forfeit their claims to the bonus, and till [sic] the Canada Central Railway would push forward the extension of the road to Pembroke at an early date as possible, he was satisfied the people of the county would willingly transfer the bonus promised the K. & P. R. R. to the Canada Central that is if a mutual arrangement could be made with all parties interested. He recommended the meeting to appoint a deputation to make a thorough inquiry as to what had best be done in the premises."

A deputation was then appointed to confer with the respective companies.

07/05/1874 *The Times, Ottawa* *Ottawa City Passenger*

In the vicinity of the Chaudiere yesterday a streetcar was pitched off the track by some stones lying near the rails. The result was a broken axle and a change of passengers to the next car.

08/05/1874 *The Times, Ottawa* *St. Lawrence and Ottawa* *Prescott*

The St. L.&O. Railway company having taken up all the rotten planks at the Prescott terminus of the road, on their dock and replaced them with new ones, Messrs. Purkis and McCarthy are also strengthening and replanking the wharf in rear of their premises, preparatory to raising the framework of their new store house.

09/05/1874 *Ottawa Citizen* *Other* *Dufferin Bridge*

There is a good prospect of the Dufferin Bridge remaining another year without being completed. The contractor has now no excuse for delaying the paving, and the snow can no more be used against going on with the work.

14/05/1874 *Kingston Daily News* *Kingston (CP)*

City and Vicinity

Hoop Law! -The first locomotive for the Kingston & Pembroke Railway arrived here yesterday via Prescott. The rails are also all here, and track laying is going on briskly far out on the line. There has been a good road since last fall cut to Catarqui, and there is every prospect of the section to Verona being opened on Sept. 1st, as Mr. Phelps, senior contractor promised.

14/05/1874 *Ottawa Citizen* *QMO&O* *Thurso*

The new survey of the Northern Colonization Railway asked for by the deputation to Montreal a few weeks ago, will commence tomorrow east of Montebello keeping north of Papineauville, immediately south of North Nation Mills, north of Cameron & Edward's mills on Lower Blanche, and north of Buckingham village. Mr. Dickenson has charged [sic] of the survey. Mr. Cosgrove, Mayor and Mr. John Higginson, have gone down today to provide the necessary guides, &c.

15/05/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The attention of our readers is drawn to the change of time in the running of the St. Lawrence & Ottawa Railway. The road is making excellent time this season and many of the cars have been fitted up with modern improvements. The palace cars which have been put on the line during the session are a great convenience.

18/05/1874 *The Times, Ottawa* *Ottawa City Passenger*

Daily are evidences of the impropriety of putting down the present style of street railway rail manifesting themselves. On Saturday, Mr. E.B. Eddy's large van came to grief by the breaking of an axle on Sparks Street opposite Gowen's Opera House. An edging cart, too, shared a like fate about an hour afterwards further down the street.

19/05/1874 *Ottawa Citizen* *QMO&O* *Montreal*

The board of the Northern Colonization Railway requested the council last evening to allow Mayor Bernard leave of absence to go to England in the company of McDonald, the contractor for the road, to negotiate the bonds of the company. Leave of absence for two months will probably be granted for this purpose.

19/05/1874 *The Times, Ottawa* *Kingston (CP)* *Kingston*

The people of Kingston are joyous over the arrival of the first locomotive for the Kingston and Pembroke Railway. It would perhaps look better if the Kingstonians would not count their chickens before they are hatched. We would like to know what the prospect is for the construction of the long proposed Kingston and Pembroke Railway.

20/05/1874 *Kingston Daily British Whi* *Kingston (CP)*

Kingston and Pembroke Railroad

The progress of the road is very evident now. To day the new locomotive 'Providence' under charge of Mr. Cleveland, engineer, started with the first train, one of five cars, laden with iron, as far as Catarqui Creek, where further track laying is going on. Over 1,000 tons of rails, completing enough to rail 25 miles of road, have arrived from Quebec within the past ten days, and more is on the way. Over 40 miles will be handed over in running order this year, and 60 miles in length will be graded. Will the Ottawa Times please copy?

21/05/1874 *Ottawa Citizen* *Other* *Dufferin Bridge*

Work has resumed on Dufferin Bridge.

21/05/1874 *Ottawa Citizen* *Canada Central* *Stittsville*

The afternoon train of the Canada Central Railway ran off the track yesterday at Stittsville without damage.

21/05/1874 *Ottawa Free Press* *Canada Central* *Britannia*

The five o'clock train on the Canada Central ran off the track near Britannia last evening. The accident was as a result of the switch at that place being left open. The train ran about three lengths after getting off the track, but fortunately no damage was done. The passengers were brought back to town.

22/05/1874 *Almonte Gazette* *Canada Central*

Off the Track

On Wednesday evening, the passenger train from Ottawa ran off the track at a siding between Ottawa and Bell's Corners, in consequence of the switch being left open, and did not arrive here (Almonte) until 7 a.m. Thursday, 12 hours behind time. This is the first delay of any consequence since the new management has had control of the road.

29/05/1874 *Almonte Gazette* *Canada Central* *Carleton Place*

An engine got off the track at Carleton Place on Wednesday and delayed the north express an hour or so.

30/05/1874 *The Times, Ottawa* *Kingston (CN)*

A birth took place on the Grand Trunk yesterday between Cornwall and Prescott stations. The mother was one of a number of French emigrants who are about to take up their residence in Ottawa. She will remain in Prescott until her complete recovery.

03/06/1874 *Ottawa Citizen* *St. Lawrence and Ottawa*

The St. Lawrence & Ottawa Railway discontinues this week the running of the Pullman cars between this city and Toronto. We understand a tri-weekly one between Montreal and Ottawa will be continued.

05/06/1874 *Almonte Gazette* *Canada Central*

Killed on the Track.

A fatal accident occurred on the C.C. Railway, between this town and Pakenham [sic], on Saturday night last. Mr. Duncan McGregor, of Almonte, was returning home late that night and walking on the railway track; when, it is supposed, he attempted to jump on a passing freight train, or lay down on the track, and was killed almost instantly. When found near Pakenham's, the body was lying between the rails; one side, one arm and the head having been shockingly injured. Dr. Burns of Pakenham, being notified, a jury was empanelled, and a verdict was returned in accordance with the facts.

09/06/1874 *Brockville Recorder* *St. Lawrence and Ottawa* *Kemptville*

Kemptville - this description is part of a more extensive article about the general destruction in the area: "The station house of the St. Lawrence and Ottawa Railway (on June 8th) was completely destroyed and Mr. Laing, station agent was considerably hurt". (This structure would not have been replaced by the final one which was a standard CP design - CP hadn't taken over. So there were at least 3 stations at Kemptville) Brockville (Bruce Ballantyne).

18/06/1874 *Ottawa Citizen* *Ottawa City Passenger*

The scene was a streetcar, and the subject of the incident was a Scotch woman with a basket of eggs. When she entered the car a street Arab followed her and took a seat at her side. Presently a dirty hand stole into the corner of the basket and seized an egg. This was repeated several times, but finally the old woman detected the purloiner. Watching the pocket into which the eggs were conveyed she waited for a good opportunity and brought her hand down on the eggs, breaking them and making a complete and unpleasant mess of the pocket. The urchin took this as a sign of a future onslaught and jumped out through the window of the car, followed by a shower of eggs thrown by the old woman, much to the amusement of the crowd of bystanders. The young lad remarked to several persons standing on the sidewalk that he "never got into such an ugly scrape in all his borned existence before."

22/06/1874 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Tenders for the grading of the Northern Colonization Railway between Aylmer and Ottawa were opened on Saturday, but we have not yet learned to whom the contracts were awarded. The work will be commenced on the 1st of July, it is said at both ends of the road.

23/06/1874 *Ottawa Citizen* *Ottawa City Passenger*

A street car horse shied himself into a waterworks trench this morning on Wellington Street.

24/06/1874 *Ottawa Citizen* *Union Forwarding* *Chats Falls*

Yesterday afternoon while one of the horse cars was conveying passengers over the tramway between Pontiac and Union village on the Union Forwarding and Railway Co.'s line, the horse stumbled and fell over the tramway. He was suspended by the traces a distance of some fifty or sixty feet above the ground for a few minutes. Finally, when it was found impossible to pull him up, the traces were cut, and the poor animal was allowed to fall to the ground, where his brains were dashed out and he was instantly killed. It was fortunate the car was not thrown off the track and the passengers killed. The company, for the better security of passengers passing over that route should place a strong fence on both sides of their bridges outside of the track, as it has often been a matter of surprise that serious accidents have not occurred on them. When a foot passenger meets a car on the bridges he has to crawl out on a stringer and remain in a perilous position till the cars have passed.

25/06/1874 *Ottawa Free Press* *Union Forwarding*

A few days ago a very fine horse belonging to the Union Forwarding Company met with accidental death on the horse railway at Quio. It appears that the animal broke through some planking and that in endeavouring to extract him, he fell to the ground, resulting in such injuries that he had to be killed.

25/06/1874 *Ottawa Citizen* *Tramway* *Gilmour's Mills*

A new establishment at Brigham's Creek. Visit by Citizen reporter to the new mill at the junction of Brigham's Creek with the Ottawa River at what is known as the Haycock property -

The Piling Grounds which of course occupy the larger portion of the property. The tramways, and much other work in them are not yet completed -- the boards sawn on different sides of the mill leave by different sets of rails, which, however, switch together at certain points for convenience of piling. The trucks used are of splendid construction, strongly made, capable of carrying large loads, and light of draft. Each horse keeps four of them at work.--

26/06/1874 *Almonte Gazette* *Canada Central* *Pembroke*

RAILWAY MEETING. - A meeting called by hand-bill, was held in the Town Hall Saturday evening, and the interest centred in every project that is likely to tend to the obtaining of railway communication between here and Renfrew, was fully illustrated by the attendance of our leading men, The subject of the debate was as to what amount the town would be willing to grant as a bonus for the building of the road, which was amply discussed, and a resolution of the effect that they were willing to grant a liberal bonus was unanimously carried. The Reeve (Peter White jr) was appointed to confer with the Hon. A.B. Fioster, as to what amount would be acceptable to the Company to guarantee the building of the road by the end of 1875 - Pembroke Standard,

30/06/1874 *The Times, Ottawa* *Canada Central*

In consequence of a breach of faith on the part of the St. Lawrence and Ottawa Railway, the fare on Dominion Day to Brockville and return will be reduced to \$1.00. Excursion train will leave Ottawa at 7.00 a.m. and arrive at Brockville at 11.00 a.m. Return train, Brockville leave 10.00 p.m. CCR advertisement appears in several places in this edition.

01/07/1874 *The Times, Ottawa* *Ottawa City Passenger*

Street cars every quarter of an hour.

**03/07/1874 Ottawa Citizen Ottawa City Passenger**

A load of hay came to grief on the street railway on Sparks street this morning. The cars, in order to pass, had to be run off the track and around the load. The jolting over the stones was not at all pleasant. The car wheels suffer greatly by this process.

**03/07/1874 Ottawa Citizen Other Dufferin Bridge**

The approaches to the Dufferin Bridge are being rapidly pushed on and will shortly be completed. Teams were allowed to cross the bridge on Dominion Day.

**04/07/1874 Ottawa Citizen St. Lawrence and Ottawa**

The excursion to Ogdensburg this morning via the St. Lawrence & Ottawa Railway was well patronized. Thirteen cars, containing about nine hundred persons, left the depot and, it is possible the number was increased before reaching Prescott. The Ottawa and Montreal baseball clubs were among the number.

**17/07/1874 Ottawa Citizen Aylmer branch Aylmer**

The citizens of Aylmer are jubilant over the prospect of the immediate commencement of the Northern Colonization Railway at that place. It is probable that work will be commenced next week. A party of engineers under Mr. Gzowski are at present in the city awaiting the arrival of others to go on with the line. The work once commenced, it will soon be completed and railway communication established between Ottawa and that town. The want of such connections has been a serious drawback to Aylmer, and it is probable that it will improve rapidly after its construction.

**18/07/1874 The Times, Ottawa St. Lawrence and Ottawa**

As the express train of the St. Lawrence and Ottawa Railway was coming into the city last evening the passenger car took fire from a spark from the locomotive. It was early noticed by the conductor who stopped the train and had it put out. Had it not been for this circumstance there might have been a very serious catastrophe to record.

**21/07/1874 Ottawa Free Press Tramway Gibson's tramway**

Majors Hill. Mr. B. Gibson's tram railway from Parliament Square to Major's Hill continues to work with regularity and without accident, the consequence being that the immense hole on the west side of the Hill is filling up rapidly. In fact, Major's Hill is assuming a generally improved appearance and in the course of a short time will, no doubt, be a very popular resort.

**03/08/1874 Ottawa Citizen St. Lawrence and Ottawa Montreal Road**

Last evening while a man named Gendreau was crossing the St. Lawrence & Ottawa Railway track on the Montreal Road, he found a piece of iron attached to the rails which might have caused a disastrous accident. It had evidently been placed there by some malicious persons, for he experienced some trouble in pulling it off.

**06/08/1874 Ottawa Citizen QMO&O Lachute**

The roadway of the Montreal N.C.R.R. through the village of Lachute, is pretty nigh completed as far as the grading is concerned. The work on the bridge is also in an active state of advancement, The masonry of the eastern pier of the North River bridge is on a level with the roadway of the street, and the laying of the foundation has commenced on the eastern abutment of the West River> We have been credibly informed that the superstructure of the bridges will be of iron, resting on the stone abutments and piers.

**06/08/1874 Ottawa Citizen Pontiac & Pacific Junction**

Northern Colonization. A party of about eighty men left today to survey the line between Aylmer and Deep River. They had quite a quantity of luggage which was checked to Pembroke. The whole party is in charge of Mr. D. Starke.

**07/08/1874 Ottawa Citizen QMO&O**

We understand that the financial relations now going on between the Northern Colonization Railway and English capitalists, are of a most satisfactory character, and that there is every prospect of negotiations soon being closed, by which the Company will obtain the amount of money they require to complete the road. As soon as this is effected, work will be commenced at both ends of the road simultaneously, and will be prosecuted with rigor. Arrangements are now being completed with the Dominion for the transfer of the Cavalry barracks at Montreal for a station. The tenders for the construction of the bridge over the Gatineau river will soon be awarded also. It will cross somewhere near the residence of Mr. A. Wright, M.P. Altogether the prospects are good for a speedy completion of the road.

**08/08/1874 Ottawa Citizen Kingston (CP)**

On Wednesday the first train proceeded from Kingston to Harrowsmith.

**08/08/1874 Ottawa Citizen Kingston (CP)**

On Wednesday (5/08) the first train proceeded from Kingston to Harrowsmith

**10/08/1874 The Times, Ottawa St. Lawrence and Ottawa**

A prominent city physician and a couple of friends anxious to make a scientific experiment proposed riding a few miles on the cow catcher of the engine on the Saturday afternoon express, coming to the city. They were accordingly located on the forecastle of the "St. Lawrence" and got a much longer ride than bargained for, as the train did not stop at the next station. The excitement and discomfort attendant upon the ride, forbade anything being done save clinging on with the grim despair of death. None felt more happy than the physician when he regained his normal condition.

**11/08/1874 Ottawa Citizen Canada Atlantic**

Article on the meeting of the Coteau and Ottawa Railway.

**12/08/1874 Ottawa Citizen Ottawa City Passenger**

Yesterday Christie's aerated water express wagon had one of its hind wheels knocked off on the street railway on the western approach to the Sapper's bridge. Cursory remarks on the part of the driver was the result.

**18/08/1874 Ottawa Citizen St. Lawrence and Ottawa Brady's bridge**

Fatal Railway Accident - Last evening a fatal accident occurred on the St. Lawrence & Ottawa 9.30 mixed train from Ottawa, while nearing Brady's Bridge near the Chaudiere Junction. A brakesman named Michael Nidd, who has been on the line for only five weeks, while connecting the bell cords, was stuck in the head by Brady's bridge and knocked from the top of the cars. He fell under the car and nine of them passed over him. When recovered the body was mutilated in a fearful manner. The train was going at the rate of twenty miles an hour. The young man who occupied the situation before him also met with an accident through which he lost his leg and is still laid up from the effect of it.

21/08/1874 *Ottawa Citizen* *QMO&O*

Northern Colonization. We understand that the work on this road is being pushed ahead with more than usual vigour. On Tuesday the company signed a contract with Messrs. Archibald and Worthington for a large portion of the grading and masonry, beginning near Montreal and extending upwards to or near Thurso, and the prospects at present bid fair for an early completion of the same. Messrs. Archibald and Worthington, although not old men, are old to railroad business, as their experience in that branch for the past four years has been somewhat extensive, and the high reputation they have left behind them where they have previously been associated with such works as a good guarantee and safe prospect for a successful future. Mr. D.C. Archibald is, we believe, from Picton, N.S., the land of the sons of the Royal Scots, and Mr. J.C. Worthington is from Toronto, Ontario, and a son of James Worthington, one of the four successful contractors of the Intercolonial Railway - Gazette.

21/08/1874 *Almonte Gazette* *Kingston (CP)* *Hammersmith*

K. & P. R. R. - The Kingston and Pembroke cars appeared at Hammersmith (Harrowsmith?) on Thursday afternoon, August 6th, at four o'clock, after a fast and uninterrupted trip. Nearly all the vallages turned out, and a great number of inhabitants of the surroundings to welcome them. The reception was enthusiastic there.

24/08/1874 *Ottawa Citizen* *Tramway* *Parliament Hill tramway*

This morning a shocking accident occurred to a man called Cochlan while he was crossing the tramway bridge from the Parliament Square to Major's Hill. When near the centre of the bridge he saw the cars laden with earth coming rapidly towards him, and jumped up on the railing to save himself from being run over. He had just reached the top when he lost his balance and fell head foremost to the ground below a distance of thirty feet. More but nothing about the tramway.

24/08/1874 *Ottawa Free Press* *Tramway* *Parliament Hill tramway*

A man whose name no person seemed to know, met with a startling accident about 8.30 this morning, which, very surprisingly did not result in instantaneous death. The unfortunate man was foolishly standing on the bridge thrown over the canal for the purpose of carrying the earth from Parliament Square to Major's Hill, when one of the loaded carriages came rushing towards him. He instantly jumped over the railing to save himself, but in making the hurried leap, he lost his hold and his balance and fell

A DISTANCE OF FIFTY FEET

to the hard ground below. He struck on the right side of his face and lay insensible for some time. More Name was James Coghlin and he had been employed on the works on Parliament Square.

25/08/1874 *The Times, Ottawa* *Tramway* *Parliament Hill tramway*

Yesterday forenoon a fearful accident occurred on the temporary tramway between the Parliament and Major's Hill. A man named Patrick Conklin, while crossing between the points above mentioned, was overtaken by the lores coming after him. He jumped across the railing to save himself but it would appear that the plank upon which he alighted was loose, and the consequence was that the unfortunate man was precipitated on the ground, a distance of some forty feet. After lying on the spot for nearly an hour, he was removed to the Protestant Hospital where his wounds were attended to. It was found upon examination that several ribs were broken and the gravest fears are expressed that the man is fatally injured internally.

August 26 - the man named Conklin, who was so seriously injured by falling from the temporary tramway on Monday, still lives and hopes are entertained of his ultimate recovery. He was conscious yesterday, but was unable to give any explanation of the cause of the accident which befell him. He cannot, from the symptoms of his case, have received any very serious internal injuries.

August 28 - the man Conklin who accidentally fell from the tramway across the Canal, is improving and the most sanguine hopes are entertained of his ultimate recovery.

28/08/1874 *Renfrew Mercury* *Canada Central* *Sand Point*

The turn table of the C.C. Railway at Sand Point is undergoing repairs, and in the meantime all the turning of trains is done at the Renfrew terminus. This accounts for the increased number of trains and the extra whistling, which has been noticed for the last few days.

31/08/1874 *The Times, Ottawa* *Ottawa City Passenger*

On Saturday about noon an accident of alarming nature occurred on the Sappers Bridge, One of the horses attached to a streetcar having been unhitched, accidentally stepped into the opening, and fell between the girders a distance of 30 or 40 feet (Sappers Bridge was being repaired at the time) to the ground, alighting on his feet and apparently escaped uninjured. That the animal was not killed outright was due to the fact that he was suspended for a long time in mid-air by the harness, and consequently the fall was considerably broken.

03/09/1874 *The Times, Ottawa* *Ottawa City Passenger*

Note that street cars are very crowded.

03/09/1874 *Ottawa Free Press* *Ottawa City Passenger*

This morning a street car ran against a woman in New Edinburgh, knocking her down. Just about this time the conductor who allowed his horse to fall through the Sappers Bridge, drove up, and accuses the other of carelessness, when a most amusing scene of vituperation took place. The injured woman was not all benefited by it.

04/09/1874 *Almonte Gazette* *Canada Central*

Article on the advantages of Canada Central extension to Pembroke

05/09/1874 *Ottawa Citizen* *Ottawa City Passenger*

Yesterday evening as the 7.30 p.m. street car was crossing the Sapper's bridge, the driver got off as usual to detach the horses, when his heel caught on the step and threw him down. The wheels of the streetcar narrowly missed passing over him. As is was he got one of his legs pretty badly skinned by the edge of the step.

05/09/1874 *The Times, Ottawa* *Ottawa City Passenger*

Yesterday evening the driver of one of the Ottawa City Passenger Railway cars had a narrow escape from receiving very serious injuries. It seems that while in the act of unhitching one of the horses to allow the car to pass over the temporary tramway across Sappers Bridge, he fell accidentally on the track, the car which was running at a pretty rapid speed at the time, striking the leg and injuring the limb very severely. Fortunately the man escaped without any broken bones, but he has been so severely bruised so as to incapacitate him from attending to his duties for a few days at least.

09/09/1874 *The Times, Ottawa* *St. Lawrence and Ottawa*

A nicely furnished postal car is about to be placed on the St. Lawrence and Ottawa Railway. It is represented to be an elegant affair.

*10/09/1874 Ottawa Free Press Ottawa City Passenger*

The way the drivers of the street cars rush their horses on the down grades is not only a nuisance to the public, but a positive danger to the passengers. Last evening, our valued and respected City Clerk, Mr. W.P. Lett, was severely injured in stepping from a street car near his residence. He was, by the too rapid motion of the car, thrown to the ground, and today is suffering from the contusion. We are glad, however, to state that Mr. Lett was, by judicious attention to be at his office as usual this morning.

*10/09/1874 Ottawa Citizen Canada Central wood*

Along the Canada Central between Ottawa and Renfrew, the fires are again raging, and it seems as if the whole country along that line of railway is to be denuded of its timber. Hundreds of thousands of cords of wood that would have supplied the railway for years to come, has been destroyed. Coming down on the train at night the whole countryside appears to be dotted over with fires. In many places the farmers are turning the fires to good account, as the burn has been so clean that hundreds of acres of swamps and bush land were easily prepared for wheat. The Governor General had an excellent opportunity on Monday night of seeing a ten acre fallow on fire. There had evidently been a logging bee on a farm east of Stittsville, and the piles were fired in the evening so that when the train came along, there were nearly one hundred bon fires blazing in the fallow a short distance from the track. Farmers say that their fence timber that they have been saving for years past is nearly all burned, and Central Canada will never be as well fenced again with cedars as it has been.

*11/09/1874 Almonte Gazette Canada Central*

Canada Central Railway Co.

At a meeting of the Directors of the C.C. R.R. Company, held in Ottawa on the 29th August, the following officers for the ensuing year were appointed: H.L. Redhead, President Hon. A.B. Foster, Vice-President and Managing Director. A.B. Chaffee, Secretary & Treas. C.H. Redhead, Auditor.

*11/09/1874 Almonte Gazette Brockville and Ottawa*

The Brockville and Ottawa R.

The Directors of the Brockville and Ottawa Railway Company have elected the following officers: H.L. Redhead, President; D. Galbraith, Vice-President; Hon. A.B. Foster, managing Director; C.H. Redhead, Secretary and Auditor; A. Baker, Treasurer and Accountant; J.A. McManus, Local Sup't ; H.A. Alden, Mechanical Sup't.

*11/09/1874 The Times, Ottawa Ottawa City Passenger*

The City Clerk, Mr. W.P. Lett sustained serious injuries on Wednesday night in jumping off a street car near his own residence. Drivers in going down a grade run their horses at such a furious pace as to render it almost impossible for a passenger to leap off the car with any degree of safety. Ring the gong and stop the car every time as this alone will ensure you from accidents.

*15/09/1874 Ottawa Free Press QMO&O*

Messrs. Starke and Bellefeuille returned yesterday from their trip to the North Shore of the Upper Ottawa whether they had gone on business connected with the location of the Northern Colonization Railway. It is believed they have decided on the route, and will shortly lay their report before the directors of the road.

*16/09/1874 Ottawa Citizen St. Lawrence and Ottawa*

A St. L. & O.R.R. waggon got stuck in the soft soil of Sparks street, opposite the Merchant's Bank this forenoon. It was laden with full barrels, which had to be taken off before the vehicle could proceed. The street is in a bad condition just at that spot.

*19/09/1874 The Times, Ottawa Ottawa City Passenger*

The new arch being constructed under the west end of the Sappers bridge by the government has now been completed and the street cars can now be run over without unhitching the horses.

*19/09/1874 Ottawa Free Press St. Lawrence and Ottawa*

The new mail car of the St. Lawrence and Ottawa Railway, ran for the first time yesterday.

*19/09/1874 Ottawa Free Press Ottawa City Passenger*

Workmen are engaged this afternoon in removing the incubus of mud from the tracks of the street railroad company on Sparks street.

## THE HURON AND QUEBEC RAILROAD

Mr. John Fowler, the Managing Director of the above proposed line of railroad, on Saturday afternoon met a few of the leading citizens of Ottawa, among others the Hn. Jas. Skead, Mr. J. M. Currier, M. P., and His Worship the Mayor, for the purpose of explaining the project and announcing the amount of support in the shape of bonuses expected from the city and county. Mr. Fowler said that about \$7,000 per mile, independent of the Government grant, had been promised, and in some cases, by laws with reference to grants in municipalities west of Peterborough. That town and county had already promised \$250,000 ; Goderich town, where the Lake Huron terminus will be situated, has voted \$100,000.

## THE ROAD WILL BE A PERFECTLY STRAIGHT ONE,

running from Goodrich to Ottawa, and will be laid with steel rails to Orangeville, and also from the City of London, via Stratford, and then to Orangeville direct, having a junction at that town, thence by Air Line to Newmarket, Uxbridge, Lindsay, Peterboro', Ottawa Montreal and Quebec out by about seventy miles, than by the present Grand Trunk route, being a saving of from seven to ten cents per bushel on wheat and in freight; also \$3 per head on passengers besides six hours of time saved. The Huron and Quebec will cross and connect with not less than thirty-three other railways running in the province of Ontario, all of which will be largely interested, viz:-

- 1 Grand Trunk t
- 2 Buffalo and Huron
- 3 Wellington, G and B.
- 4 do Southern Ex
- 5 Bridford? and Huron
- 6 London &Huron
- 7 Toronto G. & B.
- 8 Mount Forest Ex
- 9 Hamilton & N W
- 10 Northern
- 11 North Simcoe
- 12 Ontario Central
- 13 Toronto & Nipissing
- 14 Whitby and Port Parry
- 15 Bowmansville & Lindsay
- 16 Midland
- 17 Victoria
- 18 Bobcaygeon & Peterboro.
- 19 Coburg and Peterboro'
- 20 Grand Junction
- 21 Trent Valley
- 22 ?obourg & Mamora
- 23 Kingston and Pembroke
- 24 Brockville & Ottawa
- 25 Canada Central
- 26 Prescott & Ottawa
- 27 Ottawa & Montreal
- 28 Credit Valley
- 29 Great Western to Detroit
- 30 Great Western to Sarnia
- 31 London and Port Stanley
- 32 Canada Southern
- 33 do do Mooretown branch.

The company expects bonuses from the counties, towns and villages to the amount of \$7,000 per mile, \$3,000 per mile from Government. It is the intention of the company to make this line the very best in the province, as the grades will be easy, curves very few and no bridging worth speaking of. It will run right along the watershed through the whole of Ontario. \$20,000 per mile will make a first-class road, and \$10,000 per mile will equip it with ample rolling stock. Mr. Fowler claims that they will be able to take thirty cars in a train where the Grand Trunk can only take twenty, keeping the working expenses at the very lowest mark, and by that be able to carry freight at a reduced rate, giving the country the whole benefit of the shortest, best and the cheapest route to the greatest markets in the world, that is Montreal and Liverpool. The Huron and Quebec Railroad Company are about amalgamating or making running arrangements with the Great Western railroad company from London to Sarnia, Detroit and Port Stanley, so that freight can be shipped at any station in Canada to any station in the United States without transshipment or change of cars. This will give Canada what she wants to make a railway system complete, and compete successfully for the through as well as the local business for the whole Dominion, also for the entire Western States, it being the shortest route between the Far West and Liverpool by over a thousand miles than by the way of New York or Boston through the States.

A public meeting is being held in the City Hall this afternoon at which Mr Fowler is explaining more fully the advantages which will accrue to Ottawa and its surroundings if the road be constructed.

21/09/1874 *Ottawa Free Press**QMO&O*

Northern Colonization Railway. Captain McNaughton of Buckingham, who is in town, informed a Free Press reporter that a hitch has occurred in matters connected with the route of this road. It appears that the County of Ottawa gave a grant of \$200,000, and the village and township of Buckingham \$5,000 a mile for the extension from Grenville to Aylmer. The Directors agreed to build that portion of the line, if practicable, by the back route. The village representatives showed that it was practicable, but the Directors have drawn back and chosen the front route along the river. Of course the interests of the rear sections feel aggrieved, and are talking of withdrawing their subsidy.

21/09/1874 *The Times, Ottawa**St. Lawrence and Ottawa*

The new postal car to which we referred some time go as being built for the St. Lawrence and Ottawa Railway has arrived. It ran for the first time on the road on Saturday. It is a splendid piece of work, and will materially facilitate the postal arrangements on this line.



Huron and Quebec Railroad.

Meeting in the City Hall

A public meeting was held yesterday afternoon in the City Hall for the purpose of discussing the project of building the line of railroad between Goderich and Ottawa.

His Worship the Mayor was called to the chair, and Mr. J. P. Robertson was asked to act as secretary.

The following gentleman were present:- The Hon. James Skead, Mr. J. M. Currier, M. P., His Honour Judge Lyon, Mr. E. McGillivray, Mr. Swallowell, Mr. H. Nagel, Mr. Le Sueur, and others interested in railroad matters.

His Worship briefly explained that the plan was similar to that proposed by Mr Hubertus some time ago, and towards which the city council had voted for the purpose of surveying the ground \$1,000. He called upon Mr. Fowler, the managing director of the road, to make some explanation respecting the line of route, probable cost, etc, etc.

Mr. Fowler then read some letters from the representatives of Sir Hugh Allen, in respect to appointing him (Mr. Fowler ) to get out the charter and put the project upon a substantial basis, so far as regards getting bonuses, etc. From what he said, it seemed that Sir Hugh Allen had promised his assistance in floating the bonds in the English market, if the road was guaranteed some assistance by the Government. He detailed the amounts proposed to the road by the various municipalities through which it would pass. After a most lengthy and exhaustive address upon the subject his observations, embracing chiefly that contained with reference to this matter in our issue of yesterday, he concluded by stating that it was his intention to ask for a bonus from both the city and the county - about \$250,000 from the city, and \$125,000 from the county - in furtherance of building the proposed road. He instanced the great advantages to a place, of encouraging railroads to communicate with them, and he mentioned several cases in point existing in Western Canada. He spoke for upwards of an hour, and concluded by thanking those present for according him the opportunity of laying before them the basis of the project.

Mr McGillivray said he did not think that the city and municipality was in a position to give a bonus of \$250,000 towards the road. What they were most interested in was the extension of the Canada Central road to Pembroke. He really did not in the face of the calls already made upon the city, see that it would be right to encourage Mr. Fowler in the belief that the council would saddle themselves with further debt, by granting a bonus to a new railroad scheme.

Mr. J. M. Currier, M. P., was surprised to hear Mr McGillivray use the line of argument he did, as in his (Mr. Currier's) opinion it would be better to have a separate and independent line, instead of being dependant upon the Grand Trunk. He thought Mr. Fowler's scheme far preferable to that offered by Mr. Hubertus, in as much that it opened up a Grand Trunk between Lake Huron and Montreal to Ottawa. As a rate payer of the city he should do all in his power to bring about the completion of the scheme. If the city could not give \$250,000 let it give \$150,000. There was no doubt but that as the city grew, it would require more railroad accommodation.

The Hon. Jazz. Skead characterized the project as being one of the grandest of the kind ever laid before them; he thought that if the city, however, should give a bonus on the condition that the workshops of the company be built here, the line should cease at Carleton Place and not make a direct line into the city. A portion of the money given might go towards the direction of what most assuredly be wanted shortly - a Union Station. He thought that Mr. Fowler had given them a good insight into railroad matters generally, and he was deserving of the thanks for his able explanation of the project. For himself, as a director of the Canada Central, and having in view the proposed extension to Pembroke, it would be inconsistent in him to advocate the construction of a direct line into the city; he therefore moved the following resolution, which was seconded by Mr. J. M. Currier, MP., "That after hearing the explanation of Mr. Fowler, respecting the construction of the Huron and Quebec railway from the city of Toronto direct to Carleton Place or Perth, Richmond, Franktown direct to Ottawa, to connect with the railways going east to Montreal and Quebec, this meeting is of opinion that it will be of great benefit to the whole province and worthy of liberal aid from the municipalities along the line and from both the local and Dominion governments"

The resolution was approved of by Judge Lyon, who advocated the building of as many roads leading to the city as possible.

After some further remarks from others of the gentlemen present, the resolution was carried and the meeting adjourned after a vote of thanks to Mr. Foster had been passed. A similar compliment was paid the chairman.

25/09/1874 *Ottawa Citizen**Huron and Quebec**Richmond*

Huron & Quebec Railroad.

Meeting at Richmond Village.

A large meeting of the ratepayers of the Village of Richmond and the surrounding township, held in the Town Hall of the village on the evening of the 23rd instant. Mr. W.H. Buder, Reeve of the village was requested to take the chair and Mr R. E. Lyon to act as secretary.

The chairman, in a few appropriate remarks, introduced Mr. Fowler, managing director, who having fully explained the benefits to be derived from railways, and the advantages of carrying out the scheme the following resolutions were carried unanimously:-

1st. Moved by Dr. Beatty, seconded by P. McElroy :- "That after hearing the explanations of Mr. Fowler representing the construction of the Huron & Quebec Railway direct from Toronto to Ottawa, via Perth and Richmond, to connect with the railways going east to Montreal and Quebec, this meeting is of the opinion that it will be of great benefit to this section of the country and the whole province, is worthy of liberal aid from the municipalities along the line, and from both Local and Dominion governments."

2nd. Moved by Mr. R.E. Lyon, seconded by D. McDougall:- "The Village Corporation be requested to grant a bonus of ten thousand dollars (\$10,000) to the Huiron & Quebec Railway, provided the said road be built by way of Richmond to Ottawa."

The above motions were ably advocated by the following gentleman, viz:- Dr. Beatty, P. McElroy, James Mills, Reeve of Marlborough; P.E. Lyon, Reeve of Goulbourne; H. McElroy, Rev. C. B. Pettit; and W. C. Read. P

After a vote of thanks to Mr. Fowler for his able explanations, and to the chairman, the meeting dispersed all satisfied with the results.

26/09/1874 *Ottawa Citizen**Aylmer branch*

There seems to be some trouble about the right of way between Hull and Aylmer owing to the company neglecting to deposit the plans of survey with the County Prothonotary. Only the plans to the township line of Templeton have as yet been handed in and it is said the county bonds will not be signed until they are deposited. The farmers should do all in their power to aid the company in pushing on the construction of the road.

26/09/1874 *Ottawa Citizen**QMO&O**Gatineau River bridge*

Work is to be commenced on the bridge over the Gatineau immediately. The right of way has been granted over the property of Mrs. Scott and Mrs. Leamy

26/09/1874 *Ottawa Citizen**Huron and Quebec**Perth*

Railway Meeting in Perth. Sept 26.- The town hall, Perth, was crowded last Friday night to hear Mr. Fowler's explanations regarding the projected Huron and Quebec Railway, which is intended to run through Perth via Richmond to Ottawa, J. G. Haggart, M. P., in the chair. After listening to Mr. Fowler's concise and straightforward statements as securing the promise of workshops, etc., a resolution to the following effect was carried unanimously, being moved by Mr. Jas. Allen, merchant, and seconded by Mr. Robert. Meighan "That this meeting pledges itself on behalf of the corporation of the town of Perth to give the Huron and Quebec Railway scheme the sum of one hundred thousand dollars on condition of it passing through Perth as an independent line to Ottawa via Richmond, also on condition that workshops for the road be erected here, employing for at least twenty years not less than one hundred hands. That freight be carried as cheap to Perth by this by this road as over equal distance on the Grand Trunk, and the road to be commenced next year, and completed two years from passage of by-law." Also in the Almonte Gazette 2 October 1874

29/09/1874 *Ottawa Free Press**QMO&O*

N.C. Railway. A gentleman who has recently been in a part of the country through which this road is projected to run, informs us that there are several contractors examining the proposed route from Jacob Scarff's down to the Blanche. The rock in that section is granite and quartz, presenting extraordinary difficulties, but which it is supposed can be over come.

*30/09/1874 Ottawa Free Press QMO&O*

Heath & Co. sub contractors on the Little Blanche section of this road are going to open up quarries for getting out stone for bridges, culverts &c., immediately. These quarries will be opened either on the Fleming property or on the Dunning estate. The section from the Little Blanche to the place known as Blueberry Hill will require considerable cuttings through granite rock. Mr. Stewart, the contractor for excavating this section, is purchasing 35 spans of horses and hiring men to commence operations at once. He signed the contract for the work at Montreal yesterday and expects to go fully to work next week. From the end of this sub-section to Gatineau point the line runs through a fine level country, presenting no engineering obstacles. Existing indications are that trains will be running on this part of the line about a year from the present date.

*01/10/1874 Ottawa Citizen QMO&O*

The contracts for the Colonization railway from Montreal to Hull have all been let.

*03/10/1874 Ottawa Citizen QMO&O*

Several contractors are looking for tamarack swamps back from the river front in the County of Ottawa, in order to take out ties for the Northern Colonization Railroad.

*03/10/1874 Ottawa Citizen Canada Atlantic*

Railway meetings in Glengarry and Kenyon.

*05/10/1874 Ottawa Free Press Aylmer branch*

BETWEEN HULL AND AYLMER

Messrs. Buens and Ryan have a large posse of men employed cutting through the woods and performing the necessary grading.

Ground for the new railroad was broken on Friday last quite close to the Aylmer Road near the toll gate. A number of men were at work on Saturday.

*05/10/1874 Ottawa Free Press QMO&O*

The several contractors of the Northern Colonization Railway are pressing the work most energetically, and in a manner that gives promise of the early completion of the line. On the eastern side of the Gatineau the way for the road has been chopped through Mr. Haycock's property, and the grading is being performed. The contractor intends, it is said, to bring steam power into use in his work.

FURTHER EAST

Mr. Farquhar is giving his whole time and attention to the building of the bridge over the Nation River. Many of our readers know what Mr. Farquhar is, and may not be told that this portion of the work will not be behind. The bridge

OVER THE GATINEAU

is receiving the full attention of Mr. McFarlane, the contractor. Work has been begun on the western side of the river, near Mrs. Leamy's house, and is being pushed with all due energy.

--(Aylmer Branch)

THE GATINEAU STATION

for the line will be on the eastern bank of the river, near Mr. Haycock's proposed smelting furnaces. In this locality Mr. Haycock has land and one hundred acres of property into

VILLAGE LOTS

which, it is said, are selling off pretty rapidly, give promise of a flourishing village in the course of a few years. He has appropriated lots for school and church purposes, and is doing everything to secure the growth of the village.

-- (Horse railway)

Gatineau bridge should be constructed to afford passage for pedestrians and vehicles.

*05/10/1874 Ottawa Free Press Tramway Haycock horse railway*

(Mr. Haycock) has constructed and in working order a

HORSE RAILWAY

six miles and a quarter in length from his mines to the Gatineau River. Five thousand tons of ore has been mined, and arrangements are now being made to put up a series of blooms to be in operation by January next. The ore already mined will then be smelted.

*06/10/1874 Ottawa Citizen QMO&O Buckingham*

The Northern Colonization Railway track is being graded two miles south of the village.

*12/10/1874 The Times, Ottawa L'Orignal and Caledonia Caledonia Springs*

Work on the L'Orignal and Caledonia Springs Railroad has been suspended for this season, owing to difficulty experienced in getting a right of way through some farms. The enterprise will be resumed, however, early in the spring and pressed forward vigorously towards completion.

*12/10/1874 Ottawa Citizen Aylmer branch*

A large gang of men is at work between Hull and Aylmer, near the Hull Cemetery, making preparations for cutting the hill there during the coming winter.

*12/10/1874 Ottawa Citizen QMO&O*

Dr. Larocque, the agent appointed by the Northern Colonization Company, is in town. The work between the Gatineau and Hull is progressing admirably, and the right of way is being granted in almost every case, on reasonable terms.

*13/10/1874 Ottawa Citizen Kingston (CP)*

On Saturday the first grain freight was carried over the road. A consignment of rye, several carloads, came into Verona, and was transhipped her for Oswego. It was sent by Mr. Schuyler Sibley, who thus becomes the pioneer freightsman of the line. He intends to send further consignments by the same avenue. Thus twenty miles of the line are open for traffic. The people of Verona are well pleased with this fact and turned out en masse on Saturday, loading the cars for Mr. Sibley in half an hour's time.

*13/10/1874 Ottawa Free Press QMO&O*

Northern Colonization Railway. Mr. H. Abbott with Mr. McFarlane, contractor, on this road, accompanied by Messrs. John Blackie and Charles Good, Engineers, arrived in this city toady and are staying at the Russell House. The business is in connection with obtaining the right of way through the farms by which the road approaches the gatineau river. The delay in obtaining this property has interfered materially with the construction of the Gatineau Railway Bridge.

*13/10/1874 Ottawa Free Press St. Lawrence and Ottawa Rideau River bridge*

The St. L. & O. Railway Company intend to replace the present railway bridge at the end of McTaggart street, with a handsome new one of modern architecture, one that will be a credit to the city, and offer greater accommodation to the company.

14/10/1874

Ottawa Citizen

Huron and Quebec

Perth

PERTH.

The Railway Bonus

Perth, 14th. At a meeting of the Perth Town Council last night, a by-law was read a first and second time, granting a bonus of one hundred thousand dollars to the Huron and Quebec Railway. The principal conditions upon which the bonus is promised are as follows : " That the road shall pass through Perth, via Franktown and Richmond to Ottawa, and completed through the County of Lanark within two years, and from Ottawa to Toronto within four years from the 1st of October inst. That a brick or stone station, eating rooms for passengers, costing not less than forty thousand dollars, be erected within the Corporation, that not less than one hundred men be employed in the workshops within the first three years, and not less than two hundred after the first five years from the 1st inst., and that the rates for freight shall not exceed those charged by the Grand Trunk for equal distances." The by-law will be submitted to the ratepayers on the 6th of November, when it is expected that not a dozen votes will be recorded against it.'

17/10/1874

Ottawa Free Press

Ottawa City Passenger

A street car got off the track on Sussex street today at noon. After considerable delay, and expenditure of whiplash and profanity on the animals, the car was finally placed in its position again, and resumed the journey.

17/10/1874

Ottawa Free Press

Aylmer branch

The work on the Northern Colonization Railway between Aylmer and Hull, is being pushed with considerable energy. A large posse of men are at work grading south of the Hull cemetery. The Aylmerites are impatient for the completion of the road. They think it about time that staging were played out, and they want a change.

19/10/1874

Ottawa Citizen

Aylmer branch

The Northern Colonization Company have decided to establish their depot on the property of the Union Forwarding Company at Aylmer. The site is a very favourable one and in close proximity to the steamboat wharves.

21/10/1874

Ottawa Citizen

Huron and Quebec

Merrickville

HURON AND QUEBEC RAILWAY. - A public meeting was held at Merrickville on the 16th inst., at which it was resolved to induce the township of Wolford, Oxford, South Gower and the villages of Merrickville and Kemptville to grant a bonus of \$100,000 towards the construction of the Huron and Quebec Railway, provided that the line passed through the village of Merrickville. - Recorder

21/10/1874

Ottawa Citizen

Huron and Ottawa

HURON AND OTTAWA RAILWAY

Its Prospects in East Ontario

Since the public meeting held in this city some four weeks ago by Mr. John Fowler, rapid progress has been made towards securing bonuses for the projected railway from Goderich to this city. In this eastern section of the country by-laws are about being submitted with every prospect of success for bonuses for the following places, viz: The town of Perth, \$100,000; Smiths Falls, Drummond, Bathurst, Sherbrooke, Burgess, North Elmsley, and Montague (grouped) for \$125,000. The village of Merrickville for \$40,000. It is the intention of the manager to hold meetings in the townships of Marlborough, North Gower, Nepean and city of Ottawa with a view of obtaining bonuses from those municipalities, and if successful, the eastern portion of the railway will have secured the requisite amount to ensure its construction at an early day. We are also informed that from Goderich to the county of Peterboro' liberal bonuses are already secured from many of the municipalities, with good prospects of obtaining them from all. It is now proposed to even the line by the way of Smiths Falls, Morrisville, Cooks Mills, Burritts Rapids and Manotick, all of which are manufacturing points situated along the Rideau river, affording abundant water powers, which would necessarily prove important feeders to the traffic of the road and to the trade of this city. As the townships through which the road would pass are among the most wealthy and thickly populated sections of the country between this city and the town of Perth, much of the trade from the above named places, for some years past, has more or less been diverted from this city for want of reliable and direct means of transport, more especially during the winter months.

26/10/1874

Ottawa Free Press

QMO&O

N.C.R.R. The grading on the section of this road from the Gatineau River to lot. 26 in the township of Templeton, is nearly completed. It may also be stated that the contractor has commenced operations for the construction of the Gatineau Bridge, the piers of which are already being laid. It is thought that this important structure will be finished by next spring.

26/10/1874

Ottawa Free Press

Aylmer branch

For some time men have been at work west of Hull, and this morning a posse of men began grading at Aylmer.--

28/10/1874

Ottawa Citizen

Huron and Quebec

Almonte

A delegation of railway men visited this town (Almonte) yesterday morning for the purpose of agitating a loop line of the Huron & Quebec Railroad. Starting from this main line at Perth and running through Ferguson' Falls, Innisville, Carleton Place and making the terminus here. A bonus of \$20,000 is asked. The delegation went away perfectly satisfied. The freight business at this station is simply enormous, and the 'C. C. R. road rates are absurdly high, their station house, freight sheds and other buildings are small and shabby; in fact no way proportioned to this business "or the place," her bonus is a sure thing, and their voting will merely a matter of form

28/10/1874

Ottawa Free Press

Ottawa City Passenger

A democrat wagon met with a sad fate on Sappers Bridge this morning, one of the hind wheels catching on the street car track, and being severed from the main body of the vehicle. These car tracks are a fruitful source for carriage makers.

28/10/1874

Ottawa Free Press

St. Lawrence and Ottawa

Sussex Street

Account of the arrival of the new bishop Duhamel in Ottawa. More

30/10/1874

Ottawa Citizen

St. Lawrence and Ottawa

Montreal Road

On Wednesday as the half past nine o'clock train was running in, when between the Montreal road crossing and Mr. Satchell's house, the engineer felt a "jar" and being under the impression that the locomotive had run over some person, he whistled "breaks down" and stopped the train. Upon examining the track he found that several old ties had been laid across the rails, evidently with a view to capsizing the cars. The wheels of the engine had fortunately crushed the obstacles, and no damage was done. This diabolical attempt to perhaps cause a loss of life, is probably the work of some disreputable characters who have taken up their abode in Mr. McKay's bush, and in a shanty adjacent thereto. Residents in the neighbourhood say it is unsafe to pass that way at night. The county police now have an opportunity of distinguishing themselves in finding out the perpetrators of the outrage and bringing them to justice.

31/10/1874

Ottawa Citizen

Tramway

Haycock horse railway

We publish today the prospectus of the Ottawa Iron and Steel Manufacturing Company, whose head office is in this city. The company has been formed for the purpose of working the magnificent iron mine known as the Haycock Iron Location. There is nothing hazardous in this enterprise, the value of the property being well known. The mine has been open and worked for some time. A tramway has been constructed for the transportation of the ore to the Gatineau River and --

*02/11/1874 Ottawa Citizen Aylmer branch*

The ballasting for the embankment of the Northern Colonization Railroad has now been completed to the Aylmer road from the shores of the Ottawa. The portion on the other side of the road appears to be a difficult line of country to cross.

*03/11/1874 Ottawa Citizen Huron and Ottawa Smiths Falls*

SMITH'S FALLS.

Important Railroad Meeting.

Smith's Falls, 3rd. A large and influential meeting was held in the Town Hall last night to hear explanations from Mr. Fowler respecting the construction of the Huron and Ottawa Railway through this village direct to Montreal, after which a petition was signed asking the County Council to submit a by-law for a bonus of \$125,000, to be voted on by the ratepayers.

*03/11/1874 Ottawa Citizen QMO&O*

It is expected that the grading and all preliminary work prior to the laying of the rails on the line of the Northern Colonization Railway between Montreal and Ottawa will be completed by the first of next February.

*04/11/1874 Ottawa Free Press Ottawa City Passenger*

Those street car tracks continue to be a constant source of emolument to carriage makers. This morning, about 11 o'clock, a water cart was completely annihilated on Sussex street, opposite the Ottawa River Navigation Co.'s office, and about fifteen minutes afterwards, in almost the same spot, a truck cart received a similar fate. Next!

--

A cart laden with coal met a sad fate on the corner of Metcalfe and Sparks streets, last evening. The wheels of the vehicle became entangled with the street car tracks, and the coal was politely dumped on the ground. Traffic was obstructed until the coal could be loaded on to another cart and the debris of the vehicle cleared out of the way.

*05/11/1874 Ottawa Free Press QMO&O*

N.C.R.R. Mr. Duncan McDonald, contractor for the Northern Colonization Railway, has despatched a ship, laden with a cargo of rails, for the Northern Colonization Railway, from England. The vessel is now in the St. Lawrence and will shortly arrive at Quebec.

*06/11/1874 Ottawa Free Press Ottawa City Passenger*

A farmer, driving along Wellington street last evening, found the fate of himself and wagon on the street car track directly opposite the ladies college. The wheels were suddenly severed from the wagon, and the whole concern, with the farmer himself were unceremoniously dumped into the mud. The question now arose as to how and in what manner his journey homewards should be continued, and, as the shades of night were falling thickly around him, he was still at work, trying to solve the conundrum.

*06/11/1874 Almonte Gazette Huron and Quebec Almonte*

The Railway Meeting.

A meeting of the ratepayers of Almonte was held on Friday evening last in pursuance of a notice issued by the Reeve to take into consideration the propriety of granting a bonus to a branch of the Huron and Quebec railway, to run from Almonte to Perth and there to connect with the main line. Mr. Jamieson explained the object of the meeting, and gave what information he possessed in reference to the proposed line. His remarks were strongly in favour of encouraging railway enterprise, and he thought it would be in the interests of the village to have another line of railway. He argued, and with a good deal of reason, that the saving in freight would soon come to balance the amount of bonus. Mr. B. Rosamond characterized the scheme as a farce, which was being carried out for the purpose of hoodwinking the people; in fact he could not find terms sufficiently strong with which to denounce it. Mr. Scott also opposed the road, and gave some information respecting the B. & O.R. Mr. Hayes, Mr. Patterson and other gentlemen argued that the road would be no advantage to Almonte and that it would be better to give a bonus to a woolen or cotton mill. Dr. Patterson and Mr. Jamieson both spoke in its favor, but the majority of the meeting were evidently against it. Mr. Gemmill moved a resolution to the effect that it was not expedient to grant a bonus; and Mr. Wallace moved in amendment that the question be deferred until Mr. Fowler should be present to give full explanations. The amendment was carried, and the meeting adjourned.

*06/11/1874 Almonte Gazette Canada Central Bells Corners*

Off the Track

Last Friday evening, a locomotive and three freight cars attached to a freight train on the Canada Central, ran off the track near Bell's Corners. The express was delayed about six or seven hours.

*07/11/1874 Ottawa Citizen Canada Central*

Senator Foster of the Canada Central and Mr. Potter of the G. T. R. have gone to Pembroke with the object, it is said, of making arrangements for the extension of the Canada Central to that point. It is also reported that the gauge [sic] of the road and its branches will be changed this fall or next spring to correspond with that of the Grand Trunk Railway.

From the above Ottawa telegram it would appear that there may be some foundation to the current rumour that negotiations are on foot for the sale of the Canada Central Railway to the Grand Trunk. The projected Huron and Quebec Railway, which by way of Perth, is to afford direct communication between Toronto and Ottawa and Montreal, is the supposed rival scheme which gives rise to the contemplated amalgamation of the C.C. and G.T.R. as, in addition to competing with the Grand Trunk in the front of the Province, the Huron and Quebec, in connection with the Montreal and Northern Colonization Road, will possibly be a link in the Canadian Pacific Road as far as Lake Nipissing. - Renfrew Mercury.

*09/11/1874 Ottawa Free Press Ottawa City Passenger*

The Street Railway tracks across the Sappers bridge are being shifted more to the south, and as a consequence the bridge is closed to traffic. The street cars stop at either end of the bridge today.

*10/11/1874 Ottawa Citizen Ottawa City Passenger Sappers Bridge*

We observe that the street railroad company intend, in laying new rails on the Sappers' Bridge, to continue the double track, in defiance of the public wish expressed through the Board of Works. We hope City Council will take steps to ascertain whether this company can obstruct the streets of the city to suit its own convenience. --

*11/11/1874 Ottawa Citizen Ottawa City Passenger Sappers Bridge*

For some time this morning carriage traffic over the Sappers Bridge was stopped, in consequence of the alteration of the rails of the street car track.

*11/11/1874 The Times, Ottawa Ottawa City Passenger*

The President of the Ottawa City Passenger Railway Company, Mr. T.C. Keefer was yesterday notified by the department of Public Works that government are of the opinion that one track only should be laid across the Sapper's Bridge, this bridge being still under the control of the Public Works Department.

**12/11/1874    The Times, Ottawa                    Kingston (CN)                    Lyn**

The Grand Trunk Railway is erecting extensive stock yards at Lyn, above Brockville, where all live stock will have to stop and be fed. This is a commendable act on the part of this company and sets a good example for other railway companies.

**12/11/1874    Ottawa Citizen                    St. Lawrence and Ottawa**

The travelling public will be glad to learn that henceforward a Pullman car will run through from here eastward. Those tiresome delays at Prescott Junction will, by this arrangement, be avoided. The car which arrived this morning leaves for Montreal to night.

**13/11/1874    Renfrew Mercury                    Tramway                    Haycock horse railway**

Ottawa Iron and Steel Manufacturing Co. Advertisement.

4. Ten acres in lot 2 on the 6th range of Hull, on the left bank of the River Gatineau which has been secured partly to serve as a storing place and loading ground for shipping the ore, but chiefly as a convenient site for the erection of Furnaces. This area is connected with the mineral or iron area proper by a tramway of 6 1/4 miles in length. This tramway, of three feet gauge, has been very solidly constructed and is now in complete working order. It runs for a short distance through the Haycock property and is then continues along the town line between Hull and Templeton on to the furnace site in the Gatineau. In addition to the 6 1/4 miles of tramway in complete running order with full right of way from the ore beds to the furnace site -- 80 tramway cars. More.

**13/11/1874    The Times, Ottawa                    St. Lawrence and Ottawa**

The Pullman Palace cars are about to resume running on the St. Lawrence and Ottawa Railway.

**14/11/1874    The Times, Ottawa                    Ottawa City Passenger**

The street railway having been adjusted and raised to the intended grade on the Sapper's Bridge, the City Engineer put the entire body of Corporation laborers and carts to work yesterday to grade it. The work was almost accomplished by night. The second rail is not yet touched, as it is expected that it will be done away with altogether. Promptness is wanted in this matter as the snow may fall at any moment. It seems that the Corporation has had to bear all the expenses incurred in making these changes. The ratepayers think this is paying too dear for the whistle. Also letter from Keefer explaining that double track would be best.

**14/11/1874    Ottawa Citizen                    Ottawa City Passenger**

Comments on Keefer's letter in the Times about double track across Sappers bridge.

**16/11/1874    Ottawa Free Press                    Ottawa City Passenger**

Letter from Keefer, president of the Street Railway regarding the tracks across Sappers Bridge. More

**16/11/1874    Ottawa Free Press                    QMO&O                    Hull**

Two gangs of men are at work here, one on the Aylmer Road side and one on the Gatineau road side, both working towards each other.

**16/11/1874    Ottawa Citizen                    Kingston (CP)**

Mr. Nash and Mr. Frank Shanly, on Friday, passed over the proposed route between Oso and Renfrew. At Sharbot Lake sixty men are at work with twenty-four horses, the dump extends 250 feet in the lake. Quite a village has been built up at Sharbott, consisting of a carpenter's shop, blacksmith's shop, and nine dwelling houses.-- Brockville Recorder.

**17/11/1874    Ottawa Citizen                    Huron and Quebec**

Perth. The engineers of the Huron and Quebec Railroad Company are making rapid progress in locating the line from Perth to the city of Ottawa via Franktown and Richmond, the line now being surveyed is the most practicable, and will open up the most valuable mineral deposits of the country.

**17/11/1874    Ottawa Free Press                    Ottawa City Passenger**

Mr. Shaw, who supplies the general public with coal oil, complains that he has had the wheel broken of his oil van twice since he commenced business in this city. He does not like such attention on the part of the street car track.

An express waggon, returning from the 3.50 p.m. train on the St. L. & O.R.R. yesterday afternoon, became entangled in the street car tracks opposite the navigation company's office and had a hind wheel completely wrenched off. Next!

**18/11/1874    Ottawa Free Press                    St. Lawrence and Ottawa                    Montreal Road**

Yesterday evening as the train from Prescott was passing near the Montreal road, the engine ran off the track. Fortunately the train was at a slow rate of speed at the time and no damage was done except a short delay in getting the locomotive back to the rails.

**18/11/1874    Ottawa Citizen                    St. Lawrence and Ottawa                    Montreal Road**

One of the rear cars attached to the evening train of the St. Lawrence and Ottawa ran off the track at the Montreal Road crossing. No serious damage resulted.

**21/11/1874    Ottawa Citizen                    Huron and Quebec                    Perth**

PERTH NEWS.

(From the "Courier")

The engineers are busy locating the line of the Huron & Quebec Railway between this point and Richmond, and find a very easy and direct route. Mr. Fowler has been for a week or so past in Toronto, watching the progress of the bill to amend his charter, through the Legislature.

**23/11/1874    Ottawa Free Press                    Huron and Quebec                    Richmond**

Huron and Quebec Railway. The surveyors, now engaged in running the line for this railway between Perth and Ottawa will reach Richmond about the 5th of December and, in two weeks later, the line will be run through to this city.

Several farmers in the vicinity of Richmond, are waking up to their own interest. They have already declared their intention to grant a right of way through their farms to the Huron and Quebec Railway.

**23/11/1874    Ottawa Citizen                    Huron and Quebec**

Mr. Fowler submitted his Huron and Ontario Railway scheme before a committee of the city council on Saturday evening. If they get a bonus of \$250,000 they will bind themselves to expend \$50,000 of it on a Union station at Ottawa.

**23/11/1874    Ottawa Citizen                    Ottawa City Passenger**

The street cars suspended their journeys on wheels today. The managers, however, promised that runners should be supplied, and traffic resumed tomorrow.

**24/11/1874    Ottawa Citizen                    St. Lawrence and Ottawa**

A St. Lawrence and Ottawa train this morning knocked a water pipe from the side of the track into the trench and on top of a man who was engaged in excavating. He was seriously injured.

*24/11/1874 Ottawa Free Press Ottawa City Passenger*

The much discussed question of the street car tracks has received a temporary quietus by the present fall of snow. Today the ordinary cars have been removed, and their places filled by the busses. These last present a decidedly handsome appearance, having been thoroughly refurnished and repainted.

*25/11/1874 The Times, Ottawa Ottawa City Passenger*

The street railway resumed their trips yesterday, the sleighs being substituted for the cars. They were well patronized, the rough stormy weather driving many to seek the shelter and comfort which they afford.

*25/11/1874 Ottawa Citizen Huron and Quebec Richmond*

THROUGH a typographical error in Saturday's issue of THE CITIZEN we were made to hay that a bonus of \$2,000 was voted to the Huron & Quebec Railway by the Richmond Council. It should have been \$10,000..

*25/11/1874 Ottawa Free Press QMO&O Hull*

The contractors are still pushing ahead the grading of the road in this locality, notwithstanding the severity of the weather. It is expected they will continue the work here all winter.

*26/11/1874 Ottawa Citizen QMO&O Gatineau and Aylmer*

The contractors for the bridge across the Gatineau are making good progress with the work of construction. The main abutments are well advances, the foundations being completed and the stone work commenced. Caissons will be sunk in the river this week, so that the work can be carried on during the winter months. The earthwork approach to the bridge on the west side of the bridge is being constructed rapidly. Mr. Gordon, the contractor, has 250 men at work. He has erected a large house with kitchen and outbuildings, where he boards 100 of his employees. It is a most comfortable structure, and kept in excellent order. The grading, on about a mile of the track in the neighbourhood of the bridge, is nearly completed. At the crossing of the Aylmer road, there is another section of about the same length nearly ready for the ties. A large force is employed at the rock cutting at the rear of the cemetery. On the whole line nearly ninety miles of the track has been graded. A large quantity of steel rails has been delivered at Montreal, and there is every prospect that trains will be running next year in time to carry the thousands of curious who will come from the river counties to attend the Provincial Exhibition at Ottawa. The contractors are working with an energy rarely surpassed, even in the great railroad construction states of the west.

The Huron & Quebec Railway.

**METING OF THE RATEPAYERS IN THE CITY HALL LAST NIGHT**

Recommending the council to submit a By-law to the Citizens to grant a bonus to the Huron and Quebec Railway - Ald McDougall estimates the city debt at only \$800,000 - the Mayor concurs and gives a certain paper a dig in the fifth rib

The meeting called by His Worship the Mayor, to consider the propriety of granting a bonus of \$250,000 to the Huron and Quebec Railway was not so largely attended last night as a matter of such importance to the city should be. There were only about forty or fifty persons who interested themselves sufficiently to attend. Among them were His Worship the Mayor, Hon. Jas Skead, Aldermen Rocque, Pratt, McDougal, Bronson, Robertson, Judge Lyon, Sheriff Powell, Edward McGillivray, R. S. Cassells, A. Matthewman, McNutt, K. Arnoldi, Capt. Smith, R. Watson, F. Clemow, T. W. Currier, Jas. Cotton and others.

**HIS WORSHIP THE MAYOR**

was called to the chair, and Ald. Pratt requested to act as secretary.

his worship explained the object of the meeting, after which

**MR. FOWLER.**

one of the prime movers in the enterprise was called on. He was happy to state that so far he has met with every encouragement from municipalities through which the road was proposed to run. Bonuses being granted in every instance in which meetings had been held and the project laid before the ratepayers. After a lengthy explanation of the benefits generally derived from railway enterprises, in Canada as well as the United States, he went on to show that by the establishment of the Huron and Quebec route the greater part of the western trade would be directed through this district, inasmuch as it would open up a shorter route of transportation from the Western States to Liverpool. It would enable us to carry freight through Canada at more reduced rates than could now possibly be done, and there was no doubt that the western shippers would take advantage of low rates whether it could be effected through American or Canadian enterprises. There was no doubt, in his opinion, that the road would be built, and it was only the other day that he had a conversation with the President of the Canada Southern expressing a desire to have a connection with the proposed route. If the bonus of \$250,000 was granted by Ottawa, he had every hope of the section between Ottawa and Kingston being in running order in time to accommodate traffic to the next Provincial Exhibition. It would shorten the distance between the Capital and Kingston some forty-five miles, and between it and Montreal about twenty miles. The company would guarantee to charge the same freight rates as the Grand Trunk Railway. He next showed Toronto's great prosperity during the past eight years and attributed it to the \$1,000,000 with which, in that time, they subsidized roads leading to the city. He was lately in Toronto and had the assurance they would subsidize this one provided the company would guarantee a direct road. This he said they were prepared to do, and then went on to show the many connections the road would have, which he estimated to be twenty-three. In his opinion the roads would not interfere with the Grand Trunk, but would create a new business for itself. He was astonished that Central Canada has not more railways. There must be a lack of enterprise or something is for it, an extremely level district. He thought it strange too, that while contributing their proportion of the government subsidies to roads, that the Ottawa Valley neglected so long to have some of its benefits. He then read the by-law which he had prepared, granting a bonus of \$250,000 to the road provided that \$50,000 of that sum is spent in stations and workshops in the city, and the remaining \$200,000 on the line between the city and the County of Hastings; and further the rates of tariff on the road be the same as the Grand Trunk, and that they carry cordwood at the rate of three cents a cord per mile. He then asked them to submit the conditions to the meeting so that he would know whether or not he might expect any assistance. One thing he would say was that the road would be built whether their bonus was given or not. He has spent \$25,000 on the project already and would spend much more to secure success. If the by-law were adopted, work would be commenced immediately; men were now plentiful and Jay Cooke & Co's Erie Road rails could be obtained on very advantageous terms, part cash and part bonds. The whole direct route between Ottawa and Toronto, he would guarantee, would be in running order within four years from passing of the by-law. He went on to explain the advantage of the cordwood item alone would be, and calculated that the reduction it would make in the price of wood, would be an equivalent in one year to the amount of the bonus. Freight would also be reduced fifty per cent. He suppose the merchants of Ottawa had four or five hundred thousand dollars worth of freight per annum, and on this several bonuses could be saved in less than two years. He thought he would not be far in error in stating that it would double our population in five years, and assist in paying any city debt we might have. Railways built up Chicago and Detroit, and railways would also build up Ottawa if we made it a railway centre. He assured the meeting that there were parties willing to subscribe all requisite stock. They had the privilege of mortgaging the road for \$20,000 per mile, and with the bonuses there could be no trouble in rushing the scheme through.

Mr. McGillivray asked what bonuses the road had received between this city and Toronto.

Mr. Fowler said they had received bonuses from all municipalities they had applied to between Peterborough and this city, at the rate of \$7,000 per mile. He also added that he expected a bonus of \$1,000,000 at least from Toronto. The amount promised on bonus between here and Peterborough he thought it was \$1,000,000.

**MR. CASELLS**

said before any resolution was put to the meeting it would be well to consider the state of the city finances. He did not wish it to be understood that he opposed railways, but in his opinion the city was not in a position to subsidize them. Our taxation was now very heavy and we might expect an increase if those railways were to be assisted. On his house he now paid \$270 per annum taxes, and he thought that sufficient for the present. He asked the ratepayers to think well before voting away money for anything that was not absolutely necessary. If we cannot afford a bonus without excessive taxation, it was his advice to refuse it.

**MR. MCGILLIVRAY**

thought the statements of Mr. Fowler were all very correct, with regard to advantages to the city, etc., but what we want to ask is whether the city is or is not in a position financially to grant the bonus, if she is then he would not opposed its passage; but he felt assured we could not it at present, and consequently he could not vote for it.

**JUDGE LYON**

said if no one else would move a motion he would to the following effect:—"that the ratepayers understanding the advantages to be derived from the construction of the Huron & Quebec Railway, would recommend the council to submit a by-law to be voted on granting a bonus to the road, under conditions approved of by the city solicitor. He felt that the city would not long have to bear any burden of taxation which might result from the granting of a bonus, in fact its advantages would reduce rather than increase taxation. Not long ago Mr McGillivray voted for \$100,00 [sic] to the Ottawa & Coteau Landing Railway, and though the city was about in the same position, financially, as she is today he did not raise the cry of excessive taxation. He thought the scheme would carry if cold water was not thrown on it. This proposed subject would enlarge our assessment, and consequently lessen our taxation, for it would bring many newcomers to seek employment and reside in our city. He also favoured a bonus to the extension of the Canada Central Railway to Pembroke. In opposing that we were working against our own interests. If we neglected the opportunity of getting a trunk line, we would be overlooking a duty which we owed to ourselves and future generations.

Mr. K. Arnoldi had a great pleasure in seconding the motion.

**HON. MR SKEAD**

asked that the requisition calling the meeting be read and also the names of those who signed it. His Worship obtained a copy of THE CITIZEN and read the requisition, after which Mr. Skead regretted that fully one half of those persons who signed it were absent. Probably some of them could not possibly attend, but that surely could not apply to all cases of absence. The requisition was signed by a large number of influential ratepayers, who he presumed would not, or could not, attach their names unless they intended to advocate the scheme. If the generality of the citizens are to be guided at all surely it would be by large freeholders who have shown their advocacy of the railway by signing a requisition in its favor. He was sure the scheme would meet with the warmest support of the mechanics of the city, when the proper time came. He was always a warm supporter of railways, and knew they would return a larger percentage than almost any other enterprise. They double, yes treble, the value of our property; draw trade to our city, and increase our population. Were it not for the St. Lawrence & Ottawa, though Mr. Fowler called those lines one-horse railways, we would never have had the seat of government at Ottawa, (cheers,) no the prosperous city we see to-day. He believed a bonus should be given to the Huron & Quebec, and he further believed the Canada Central should be aided in extending the line to Pembroke, for we should strive to secure the Upper Ottawa trade. He advocated utilizing, for the present, the line between Perth and the city, which could

connect with the Huron & Quebec at that point; and answer all purposes until the company was in a better position to build a second line. For this distance it would be a rival of the Canada Central to a certain extent so they would run parallel with each other, just like two concession lines. He thought it would be more judicious to locate that part of the line between Perth and the city further back in the country. He endorsed a great deal of what Mr. Fowler had said but could not believe we would ever have forty trains per day running through the city with a single track. He understood that Perth was promised workshops, and he wished Mr. Fowler to explain how a Ottawa could have them.

**MR. FOWLER**

said all the business could not be done in one town, and like on the Grand Trunk, there would be shops in different parts of the route. With regard to Ottawa having forty trains a day running through on a single tracks, he could only say that he knew of forty-two passing Coburg on the Grand Trunk in twenty-four hours.

Ald. Pratt asked what distance would it be from the capital to Toronto by this direct route?

Mr. Fowler thought it would be 225 miles.

Mr. Skead thought it only fair that if we gave \$250,000 of a bonus to the road that we should have a greater number of railway men employed in our city than Perth that gave \$100,000. As a ratepayer he had no objection to take his share of responsibility to obtain as construction, provided we received it on proper conditions. He understood Mr Fowler to say that the road would be built to Ottawa, whether a bonus was given or not, and asked him for an explanation.

Mr. Fowler said the road would certainly be built, but he would not promise to what point unless the bonus was given.

**SHERIFF POWELL**

also advocated the granting of a bonus. While admitting Mr. Fowler's indomitable energy and will and carrying through railway enterprises, he was not prepared to take his coloured statement unless cum grano salis. He had an abiding faith in the future of Ottawa, which was destined to be the centre of a perfect system of railways. Railways, in his estimation, rather decrease the taxation, and we should assist them in all possible ways. Of course we have had a burden to bear in the extensive local improvements which have been going on we have jumped from villagehood in a short time to an embryo city; we have had expense of the expense brought down on us at one time, but that will not last, now that we have the greater bulk of our heavy local improvements almost provided for. He looked on the debt of the city as a mere bagatelle, compared with its resources. He thought, however, that before the by-law was voted on, the council should see that there was a sure guarantee of the completion of the road. He had authority for stating that in the event of the city granting a \$100,000 bonus to the Canada Central, they would extend the line to Pembroke within one year and if an additional \$100,000 was granted they would agree to expend the whole of that sum in establishing workshops in the city.

**ALD. BRONSON**

said he would say a few words, not as an alderman, but a ratepayer. No practical man could deny the benefits derived from railways, but this will be a through road and the traffic will be comparatively nothing, the greater proportion of the trains passing through without any delay. Toronto has subsidized roads terminating, and he would be willing to see Ottawa do the same, but there were many other local improvements which demanded our attention, and which in his opinion, were of more moment at present than a through railway. There was for instance the city drainage, a public park, the bridges over the slides, and many other absolutely necessary improvements which must be looked after, and for which money would have to be raised by debentures. He did not wish it to be understood that he was an alarmist, but he was in a position to say the city finances could not afford this bonus. If the City Council placed a rate on every liability incurred it would now reach over 2 ½ cents on the dollar. He thought Mr. Fowler was in error in stating that 2 ½ mills on the dollar would cover the bonus. It would not for taking the assessment at 10,000,000 dollars it would probably require a 3-10th on a dollar to meet the burden thrown on us by the bonus. We had already a large deficiency to provide for, for which the council would be required to issue a new set of debentures next year, to be distributed over a fixed period of years. Another reason why he did not favour the bonus was because he knew that three very influential lumbermen who signed the requisition were now disposed to take another view, and oppose the project. Nor does the matter end here. The Canada Central will ask us for a bonus also, and in justice, if we grant one, we cannot refuse the other. He therefor

**MOVED IN AMENDMENT**

that while this meeting is convinced of the benefit of railways leading to the city, still in view of the present state of the finances, is of opinion that granting a bonus at present would be injudicious.

Mr Cassels seconded the amendment.

Judge Lyon attacked those who had signed the requisition for not putting in an appearance at the meeting, and regretted they would endeavour to delude Mr. Fowler into thinking they favoured the project when they did not, and we're working in the interests of another road

Hon. Mr Skead said he took it that he was one of the persons referred to by Judge Lyon.

Judge Lyon stated he did not refer to the honourable gentleman in any way. He was not one of the absent parties, and consequently could not be one of those spoken off.

Mr. Bronson defended his Chaudiere friends, and said if they did not attend they must have a good reason for it.

**ALD. MACDOUGAL**

followed. He favored, as a ratepayer, a bonus to every railway leading to the city. He wanted to say a few words now about the city finances. This cry of a \$100,000 deficiency was all done to bamboozle the ratepayers. He was prepared to say that the city debt was not really \$800,000 - not including the waterworks debentures. The latter he considered no debt at all.

His Worship the Mayor added - "you may safely say, Alderman McDougal, that without exception it is the smallest debt of any city in the Dominion, reckoned per capita."

Ald. McDougal made these explanations that ratepayers would not go away with the idea that the city was on the verge of bankruptcy. Such was not the case and for his part he would vote for granting a bonus, though it might not be for \$250,000.

The amendment was then put and lost.

**WHO IS RUINING THE CREDIT OF THE CITY**

Mayor Featherstone, before putting the original resolution, stated that he believed in the course of seven or eight years without increasing the taxation, the debt would be wholly paid off. He drew our evening contemporary over the coals for stating that the city was almost in a state of bankruptcy, and said that the same paper had done much to injure the credit of the city by these reckless statements. He maintained the assessment in Toronto was as large, if not larger, than in Ottawa. He believed that Mr Fowler's estimate of 2¼ mills on the dollar would cover the bonus expense, and said if we were ever to rise to any importance as a city we must freely subsidized all railways leading to our city.

**ALDERMAN BRONSON**

said there was an act in Ontario which enabled municipalities to exempt manufacturing establishments from taxes, and further to grant them bonuses. Now the Chaudiere lumbermen have asked for no exception as yet, but if the city goes on subsidizing all these railway enterprises, he trusted when a petition comes before the council from the Chaudiere lumbermen, they would deal with it in the same liberal manner.

His Worship said if a petition was presented, the council would, no doubt willingly do everything they could to lighten the taxation of the Chaudiere lumbermen. Sheriff Powell regretted that the Mayor took Ald. Bronson's joke seriously. He was only trying to "poke" a little fun at His Worship, for he saw him laughing while doing it.

Mr. Skead said Mr. Perley took the petition around himself and solicited signatures to it, and he knew many of those in favour of it.

The original motion was then put and carried, after which the meeting adjourned.

*27/11/1874 Ottawa Free Press Huron and Quebec*

Account of a public meeting of ratepayers in Ottawa. More.

*27/11/1874 The Times, Ottawa St. Lawrence and Ottawa Rideau River*

Orders are about to be issued by Mr. Reynolds for a new railway bridge over the Rideau, for the St. Lawrence and Ottawa Railway.



Off the Track

Last Friday night, the express train ran off the track near the switch, at this place, causing considerable damage to the engine. The engine, passenger cars and van were displaced. It was two or three o'clock on Saturday morning before everything was righted and the train able to proceed on its way to Renfrew,

05/12/1874 *Ottawa Citizen**QMO&O*

Mr. S. Hall Pate, of the British Columbia section of the C.P.R. survey, has been awarded the contract for the fencing of the Northern Colonization railway from the Gatineau to Grenville. He will require a very large supply of cedar for posts.

10/12/1874 *Ottawa Citizen**QMO&O**wood*

Meeting of Ottawa County Council.

Mayor Campbell here stated that he understood the Warden, at a meeting of the Directors of the northern Colonization Railway in Montreal, had voted in favour of having all engines constructed on the road for burning coal. He wished to be informed in the matter. If such were the case, in his opinion, the Warden was deserving of censure for such a disregard of the interests of the county. When the company's agents were advocating the granting of a bonus by the county to aid the project, one of the strongest and most effective arguments in its favour was the representation that a market for thousands of cords of wood would be found in the company itself. In fact, people of the county were led to believe that all the surplus firewood along the route would be purchased at advanced rates, which would almost pay the interest on the tax.

The Warden stated that he did vote for the motion, for the reason that it was represented to him that if the engines burned wood, the company would refuse to take wood to Montreal and other markets where high prices could be obtained for it. Another reason why he thought the course pursued was a prudent one was because the county had little enough wood for its own consumption, and that if the engines were to be supplied with it, within a few years, instead of having wood to sell, the ratepayers would be forced to buy their supplies at advanced and ruinous rates.

- grave imputations aimed at the Warden.

11/12/1874 *Almonte Gazette**Huron and Quebec**Perth*

The Perth Railway Bonus

The By-law granting a bonus of \$100,000 from the town of Perth to the Huron and Quebec Railway was carried by a majority of 126 votes. The polling stood at the close - 137 for, and 11 against the by-law.

16/12/1874 *Ottawa Citizen**QMO&O**Buckingham*

A blasting accident occurred on the Northern Colonization Railway, near Buckingham, yesterday morning, resulting in the death of a young man named Angus McDonald of Mabou, Cape Breton, N.S., who had been only two days employed on the works. A fuse had been lighted for a blast, but after waiting some time for an explosion and none occurring, the young man proceeded to draw the charge, notwithstanding the fact that the fuse was still smoking. While bending over the hole the charge exploded, and a fragment of rock struck him in the upper portion of his neck and, travelling upwards, came out near one of his eyes, inflicting a fearful wound. He lingered until 11:30 o'clock when death terminated his sufferings.

Inquest verdict - accidental death.

18/12/1874 *Almonte Gazette**Huron and Quebec**Ottawa*

HURON AND QUEBEC - A petition in favor of the granting of a bonus of \$250,000 to the Huron and Quebec Railway is at present being signed in Ottawa on the condition: "That the said road shall run from the city of Ottawa through the town of Perth to the city of Toronto, by the most practicable route, and that the work shall be commenced within one year and the road be completed within four years, and that the sum of \$50,000 shall be expended in the City of Ottawa on station buildings and workshops, and that the company shall carry dry cordwood to the said City of Ottawa at a rate not to exceed three cents per cord per mile."

18/12/1874 *Almonte Gazette**Kingston (CP)**Perth*

Another Railway to Perth

The Kingston and Pembroke Railway Company will apply to the next meeting of the Dominion Parliament for a charter to build a branch line to Perth. The old town has bright days in store for it yet.

19/12/1874 *Ottawa Free Press**QMO&O*

Mr. Legge, Chief Engineer of the Northern Colonization Railway, left town today for the purpose of making a critical examination of the line from Hull to Montreal.--

Phoenixville Bridge Company has been awarded the contract for the iron bridges on the first 60 miles of this road, all of which are to be built this winter. The largest spans are 200 feet in length, all from 50 ft upwards, capable of carrying a live load of one ton and a quarter to each running foot of the bridge--

Contracts have been entered into for sixteen first class locomotives, now in course of construction at Manchester, N.H. Tenders are being received for the balance of the rolling stock. At the beginning of the current month 90 miles of the road had been graded ready for the permanent way. The masonry along this distance has been completed, and considerable progress has been made in preparing stone and building foundations for bridges on the remainder of the line.

1000 tons of steel rails have been delivered at Montreal, and are now being delivered by sleighs along the line, so that track laying may be commenced the first thing in the spring. It is expected that by 1st July next the track from Montreal to Grenville, about 60 miles, will be laid and in operation. The balance of the line to Aylmer and St. Jerome will be in an equally forward condition, it is expected, by October 1st. Passengers will then be run through from this city to Montreal in four hours.

22/12/1874 *Ottawa Free Press**Huron and Quebec*

Huron and Quebec Railway. Mr. John Fowler is now engaged in examining in the neighbourhood of Franktown for the above road. He has met with very fair success thus far.

25/12/1874 *Engineering**Kingston (CN)**Gauge Change Cars*

The stock and effects of the Canada Railway Equipment Company, and also the Canada Rolling Stock Company, have been purchased by the Grand Trunk Railway of Canada. The purchase price was 1,300,000 dollars.