

# Local Railway Items from Ottawa Papers - 1874

**Thursday 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 skilful 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.

**Tuesday 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.

**Thursday 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 owt," and he went.

**Thursday 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.

**Monday 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.

**Thursday 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.

**Thursday 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.

**Wednesday 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

**Monday 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

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

Editorial about the advantages.

**Thursday 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.

**Tuesday 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.

**Tuesday 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.

**Tuesday 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.

**Friday 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.

**Saturday 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.

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

First of the season. A stage waggon 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.

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

Account of meeting at Pembroke on 15th.

**Thursday 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.

**Friday 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.

**Saturday 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.

**Thursday 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.

**Friday 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.

**Monday 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.

**Tuesday 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.

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

Work has resumed on Dufferin Bridge.

**Thursday 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.

**Thursday 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.

**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.

**Wednesday 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.

**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).

**Thursday 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."

**Monday 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

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

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

**Wednesday 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.

**Thursday 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.--

**Thursday 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.

**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.

**Friday 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.

**Friday 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.

**Saturday 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.

**Friday 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.

**Saturday 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.

**Tuesday 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.

**Monday 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.

**Thursday 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.

**Thursday 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.

**Friday 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.

**Saturday 08/08/1874 Ottawa Citizen Kingston (CP)**  
On Wednesday the first train proceeded from Kingston to Harrowsmith.

**Monday 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.

**Tuesday 11/08/1874 Ottawa Citizen Canada Atlantic**  
Article on the meeting of the Coteau and Ottawa Railway.

**Wednesday 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.

**Friday 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.

**Monday 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.

**Monday 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.

**Tuesday 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.

**Friday 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.

**Monday 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.

**Thursday 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.

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

Note that street cars are very crowded.

**Saturday 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.

**Saturday 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.

**Wednesday 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.

**Thursday 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.

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

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.

**Friday 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.

**Tuesday 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.

**Wednesday 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.

**Saturday 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

**Saturday 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 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.

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

The new postal car to which we referred some time ago 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

**Monday 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.

**Tuesday 22/09/1874 Ottawa Citizen Huron and Quebec**

Account of a public meeting of the Huron and Quebec Railroad

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

Public meeting at Richmond.

March-01-14 Colin J. Churcher

**Saturday 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

**Saturday 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.

**Thursday 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.

**Wednesday 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.

**Thursday 01/10/1874 Ottawa Citizen QMO&O**  
The contracts for the Colonization railway from Montreal to Hull have all been let.

**Saturday 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.

**Saturday 03/10/1874 Ottawa Citizen Canada Atlantic**  
Railway meetings in Glengarry and Kenyon.

**Monday 05/10/1874 Ottawa Free Press Aylmer branch**  
BETWEEN HULL AND AYLME

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.

**Monday 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.

**Monday 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.

**Tuesday 06/10/1874 Ottawa Citizen QMO&O Buckingham**  
The Northern Colonization Railway track is being graded two miles south of the village.

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

**Monday 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.

**Monday 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.

**Tuesday 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.

**Tuesday 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.

**Tuesday 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.

**Saturday 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.

**Saturday 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.

**Monday 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.

**Wednesday 21/10/1874 Ottawa Citizen Huron and Quebec**

Public meeting of the Huron and Quebec Railroad at Merrickville.

**Monday 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 lat. 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.

**Monday 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.--

**Wednesday 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.

**Wednesday 28/10/1874 Ottawa Free Press St. Lawrence and Ottawa Sussex Street**

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

**Friday 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

**Saturday 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 Railway 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.

**Tuesday 03/11/1874 Ottawa Citizen Huron and Quebec**

Public meeting of the Huron and Ottawa Railway held in Smiths Falls.

**Wednesday 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!

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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.

**Thursday 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.

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

A farmer, driving along Wellington street last evening, found the fate of himself and waggon in the street car track directly opposite the ladies college. The wheels were suddenly severed from the waggon, 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.

**Saturday 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.

**Monday 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.

**Tuesday 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. --

**Wednesday 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.

**Wednesday 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.

**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.

**Thursday 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 The Times, Ottawa St. Lawrence and Ottawa**

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

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

Ottawa Iron and Steel Manufacturing Co. Advertisement.

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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.

**Saturday 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.

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

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

**Monday 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.

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

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

**Monday 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

**Tuesday 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.

**Wednesday 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!

**Wednesday 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.

**Wednesday 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.

**Monday 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.

**Monday 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.

**Monday 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.

**Tuesday 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.

**Tuesday 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 refurbished and repainted.

**Wednesday 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.

**Wednesday 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.

**Thursday 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 advanced, 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.

**Friday 27/11/1874 Ottawa Citizen Huron and Quebec**  
 Full account of public meeting at Ottawa.

**Friday 27/11/1874 Ottawa Free Press Huron and Quebec**  
 Account of a public meeting of ratepayers in Ottawa.

**Friday 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.

**Saturday 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.

**Thursday 10/12/1874 Ottawa Citizen QMO&O**  
 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 lead 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.

**Wednesday 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.

*Saturday 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.

*Tuesday 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 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.