

# Local Railway Items from Area Papers - 1870

*31/01/1870 Ottawa Citizen St. Lawrence and Ottawa*

After the 10th of next month the midnight sessional train will commence to make regular trips for the accommodation of Members of Parliament.

*01/02/1870 The Times, Ottawa Ottawa City Passenger*

From the Ottawa Courier:

Street railways in a city like Ottawa, with a long straight and wide street, running at right angles with one another, are more than ordinarily desirable. There does not however, seem to be any prospect of their being instituted in such a manner as to be of public utility. Rails are laid from the Ottawa and St. Lawrence Railway Station along the whole length of Sussex street, and up Sparks and Wellington streets to the Chaudiere, and it is not impossible that the railway may be in running order in a few years. --

*01/02/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars*

MORE NEW CARS: Yesterday ten new box freight cars were turned out by the CE&MCo. This is the first instalment of 500 for the Canada Rolling Stock Company, (the) whole of which is rented by the GTR, externally resemble what is known as the Grand Trunk Standard Car, that is, the best description of car known on that road, and combining all the improvements which its experience has suggested ...

*05/02/1870 Almonte Gazette Canada Central*

CANADA CENTRAL

We understand it is the intention of the Canada Central Railway Company to push forward the work between here and Carleton Place. With a view to its completion before the expiration of the charter on the 1st of September next. If completed within that time the land grant will be secured. We are also assured that it is their intention - if supported by the municipalities - to make a determined effort to complete the railway from Montreal to Pembroke before the expiration of the charter. - Ottawa News.

*12/02/1870 Almonte Gazette Brockville and Ottawa Almonte*

UNFORTUNATE ACCIDENT

We deeply regret to have to record a very unfortunate accident which occurred to John Scott, Esq., on Wednesday evening last. Mr. Scott, who is station agent on the B. and O. Railway at this place, was in the set of carrying his little granddaughter from his own residence to that of the child's father, and while crossing the railroad track, on the sidewalk, he tripped and fell on the hard icy knoll that had been allowed to collect between the rails. In his efforts to prevent the child from being hurt, Mr. Scott was thrown with greater force, and falling upon one leg, it was broken at the thigh. Dr. Patterson was immediately in attendance and set the broken limb. The numerous friends of Mr. S. will deeply regret his misfortune - all the more so from the fact that being somewhat advanced in years, his sufferings will be more intense.

*17/02/1870 Ottawa Citizen Montreal and Bytown*

Report of a conference of delegates from the Corporation interested in the construction of a direct line of railway from Ottawa to Montreal via the Ottawa Valley.

*10/03/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars*

CANADIAN ENGINE & MACHINERY CO: Prosperity is dawning anew on the operations of this company. They are building, at their works on Ontario Street, 300 box freight cars for the Canada Rolling Stock Company, the whole of which are to be delivered on the track of the GTR during this year. ... Five of the new box cars were turned out of the Works yesterday, complete.

*28/03/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars*

CANADIAN ENGINE & MACHINERY CO: ... About fifty of the freight cars of the Canada Rolling Stock Company are complete.

*09/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau river*

The track of the St. Lawrence and Ottawa Railway is flooded from the Montreal Road to the railway bridge. The Rideau River is rising rapidly and the remaining ice forms a sort of dam at the bridge which materially affects travelling on the Gloucester ?

*11/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River bridge*

The cars on Saturday moved no further than the Montreal (road?) crossing owing to the flood on the Rideau River.

*11/04/1870 Ottawa Citizen Ottawa City Passenger*

Montreal - The City Passenger Railway track is now clear of ice and cars are again running. This date is evidently suspect.

*12/04/1870 The Times, Ottawa St. Lawrence and Ottawa Rideau River bridge*

The adieu of the ice on the Rideau River was a further injury to the railway bridge.

*25/04/1870 Ottawa Citizen Union Forwarding*

On Friday morning the steamer "Ann Sisson" left Aylmer for the Quio and the steamer "Alliance" came down from Gould's Landing. The "Jason Gould" will be ready for her trip about Tuesday next.

*25/04/1870 Ottawa Citizen Union Forwarding Chats Falls*

Advertisement. Steamers of the Union Forwarding Railway Co. will commence their daily trips to Portage du Fort on Tuesday morning the 26th April, leaving Aylmer at 8:30 a.m. It is expected the line will be open to Des Joachim in two or three days.

*28/04/1870 Kingston Daily British Whi Kingston (CN) Gauge Change Cars*

MORE CARS: Yesterday five fine new freight cars, out of the contract for 100 cars for the Canada Rolling Stock Company, were turned out of the CE&MCo's Works. They turn them out at a rate of one a day.

*02/05/1870 The Times, Ottawa St. Lawrence and Ottawa*

Mr. Luttrell, the new superintendent of the St. Lawrence and Ottawa Railway, was introduced along the line of the road on Saturday.

*14/05/1870 Almonte Gazette Brockville and Ottawa Brockville*

Fatal Accident - Thomas Grenan, switchman in the B. & O. R.R. yard, Brockville, while shunting the train on Thursday, slipped and fell to the ground, when the train passed over him, killing him instantly. He was an old employee on the road and held the position of switchman for the past two years. He was about 30 years of age.

## Sabbath Breaking

On Sunday last the usual tranquility of the sacred day was much disturbed by the sonorous whistle of the locomotive of the B. & O. Railway which it appears was busying itself along the line, and especially in the lumber yard in close proximity to our village, where it kept up a continuous hubbub during the greater part of the afternoon, This singular proceeding on the part of the managers of the Brockville and Ottawa Railway cannot fail to reflect great discredit on them and shows a very bad example to all business communities, and encourages their employees to the unchristian habit of Sabbath breaking. As this is not the first time that the same company has been guilty of the grave offence it is sincerely hoped it will be put a stop to

17/05/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street railway progresses very slowly and it has at last been laid round the corner of Bank and Wellington streets.

27/05/1870 *The Times, Ottawa* *Ottawa City Passenger*

A large number of men were engaged last Wednesday night in working on the Street Railway across the Sapper's Bridge by lamp light.

27/05/1870 *Perth Courier* *Canada Central*

Perth Courier 1870-05-27 p2

CANADA CENTRAL RAILWAY.- Work on this road and on the rolling stock is progressing vigorously. Some splendid passenger cars for this road are now in course of construction in Brockville. Two or three hundred of the navvies employed on the road lately struck for higher wages - \$1.25 per day - and rather than lose them the Company complied with their demands

28/05/1870 *The Times, Ottawa* *Ottawa City Passenger*

A large gang of men were working on the bridge again last night and the track was to have been finished the whole way across before morning.

04/06/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Rideau River bridge*

The St. Lawrence and Ottawa Railroad Company will have some forty men employed on Monday next raising the grade of the track one foot higher for half a mile along the Rideau River commencing near Mr. Satchell's residence. The work will be done under the superintendence of the able roadmaster, Mr. Ronaldson.

04/06/1870 *Almonte Gazette* *Canada Central*

The strike on the Canada Central Railway is at an end. The men have gone back to work at the old wages and hours.

The Canada Central Railway authorities have hired two hundred immigrants to work on the railway between Ottawa and Carleton Place,

The Aylmer Railroad is now apparently a dead letter. The very intelligent people of that place have made up their minds to go on in the same old way, and let the Canada Central have all the benefits that might be derived from a connection with the St. Lawrence and Ottawa which could be done for a very small outlay

07/06/1870 *The Times, Ottawa* *Ottawa City Passenger*

The work on the street railway is being rapidly proceeded with and early next month the road will be in proper condition for the running of cars.

17/06/1870 *The Times, Ottawa* *Ottawa City Passenger*

We are glad to see the company pushing on so energetically with that enterprise. But while constructing it opposite the Russell House it would be well not to put on night hands, and to get the work in that particular place done quickly.

17/06/1870 *The Times, Ottawa* *Canada Central*

Canada Central Railway. Mr. H. Abbott, the contractor, has added about 150 men more to his already large force. This looks like business. No doubt the road will be completed by the first of September.

23/06/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

NEW CARS: Five more cars were turned out by the CE&MCo on the Canada Rolling Stock Company contract and left on the GTR.

24/06/1870 *Perth Courier* *Canada Central* *locomotive*

Canada Central Engine - Another engine for the Canada Central Railway, the "John G. Richardson", has just arrived in this section and is doing duty in interim on the B. & O. Railroad. It is a well finished and serviceable-looking piece of workmanship

28/06/1870 *The Times, Ottawa* *Ottawa City Passenger*

Yesterday four cars of the Ottawa Street Railway were brought to town. They are of a gauge similar to that of the St. Lawrence and Ottawa Railroad and consequently they only had to be attached to the train like any other and drawn in. Some lumber cars will arrive shortly. They will be loaded with lumber at the Chaudiere and be taken through to Prescott. Those arrived yesterday, we understand, were passenger and light freight cars. We shall all be able to have a trip on Dominion Day.

28/06/1870 *The Times, Ottawa* *Canada Central* *Chaudiere*

The Ottawa station of the Canada Central will be completed in a few days. The outside is now being painted.

07/07/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

... Five additional new cars for the Canada Rolling Stock Company were completed and sent off by the CE&MCo yesterday, from their foundry. This completes the first order of 150 cars, which has been supplanted by another for a similar number.

09/07/1870 *Montreal Gazette* *Kingston (CN)* *Gauge Change Cars*

CANADA ROLLING STOCK: Canadian Engine is building 300 box cars for the Canada Rolling Stock Co.

12/07/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Sussex Street*

The St. Lawrence and Ottawa Railway have undertaken to fill up the land near the depot in consideration of the privileges granted them on McTaggart Street. The nuisance will be - week. Gravel trains are to be - requisition for the speedy execution of the undertaking.

The St. Lawrence and Ottawa Railway have in course of erection a depot for coal oil near the corner of Dalhousie and McTaggart streets. A slide from the track will enable the employees to unload before coming to the main depot and thus avoid the disagreeable consequences of a close proximity of coal oil with other articles of commerce.

14/07/1870 *The Times, Ottawa* *Canada Central*

The work of laying rails on the Canada Central line is being pushed forward energetically. Already five miles are laid from Carleton Place and the track is being finished at the rate of one mile per day. The connecting link will thus soon be established between Ottawa and Carleton Place.

Burning of the B. & O. R. R. Round House, Machine Shops, &c.

(From the Brockville C. Canadian)

It is our painful duty to chronicle the burning of the property of the Brockville & Ottawa railway, at Brockville on the night of Thursday the 7th instant. At about 9 p. m., the fire was discovered in the Store house, which is a building build of wood, running north from the Round-house and attached to it; this store-house was locked, and we understand that the fire was seen by the watchman some time before he had courage enough to break the door open. The fire engines were promptly on the ground and considering the difficulty of getting their hose to the place on account of the piles of lumber, were doing pretty well. As they were playing on the fire with some hope of extinguishing it, the locomotives were ordered out of the building and the hose had to be taken up and the fire engines ceased playing. Nearly 30 minutes were lost before commenced again [sic] and the fire by this time had reached the Round-house itself, and the whole of the building was a mass of flames. It was a magnificent and awful sight, the great fire lifting itself step by step and gathering fury at every step, the river like a mass of molten iron, the shipping seen amidst the flames like a forest of gaunt pines all combined to render the scene truly sublime. - Presently the roof of the Round-house gave away, and the fire seemed to increase in fury. The shipping moved from their stations. The little Prince Alfred got up steam and was sent to Ogdensburg for the steam fire engine. This, however, was not required, as the flames were got under [sic] after immense labor on the part of the fire companies.

The loss is estimated at about \$50,000 but probably \$100,000 would be nearer the mark. The machinery, one locomotive, several cars in a state of manufacture, together with much valuable property and a great quality of lumber were destroyed.

Too much praise cannot be given to Mr. Abbott the energetic manager of the B. & O. R., for his untiring exertions and labor on that eventful night. It is perhaps to be regretted that no engine or fire company belonging to the Brockville and Ottawa Railway has been organized, but no doubt it will be. Holly's patent force pump placed in a small steamboat would throw a very large stream of water over all the buildings and could be moved about to any point on the premises. These pumps are so powerful that in many places and they are the only waterworks, such is the case in Lockport, Ogdensburg, Auburn and many other places, and we commend a study of their excellence to the Mayor of the Town of Brockville and the Manager of the B. & O. R. R.

16/07/1870 *Almonte Gazette**Brockville and Ottawa**Brockville*

THE ROUND HOUSE (B. & O. R. R.) BURNED.

An Immense Loss to the Company.

It is our melancholy duty this week to record one of the most destructive conflagrations which has ever taken place in Brockville. On the evening of Thursday the 7th inst., a little before nine o'clock, the alarm of fire was rung out from the Court House bell. In a few minutes after, the whole heavens were illuminated by flames of the most lurid description, belching forth from the workshops and round house at the river side, belonging to the Brockville and Ottawa Railroad Company. When first seen the fire but of small dimensions, and was confined to the store house. The store house was situated near the round house, where some two or three of the hands were employed at the time. On discovering the fire every exertion was made to subdue it, and at one time it was thought that the danger was past. The nature of the material amongst which the fire originated, waste cotton saturated with oil, was such however, that it was speedily seen that the fire was likely to spread, and the alarm was consequently given, while every effort was at the same time being made to subdue the flames, which still kept spreading wider and wider, till the workshops were wholly enveloped in one grand red glare of flame, followed soon after by the burning of the Round House.

The fire engines were soon on the ground, but in consequence of a train lying on the track, some time elapsed before they could be brought into play, and even when they were in proper working trim, great difficulty was experienced in getting men to work the brakes, as, although have three fire engines, there is only one organized company. After the firemen in attendance had worked themselves out, and no sufficient number of volunteers offering, and it being of the utmost importance to keep one engine going at least, an offer was made by H. Abbott, Esq., the active Managing Director, to pay the men by the hour for working at the brakes. This had the desired effect of securing a few hands, but the lesson again taught by such apathy in time of peril and danger is this—that the sooner a steam fire-engine is procured all the better for the inhabitants of the town. Human muscle, though ever so willing, will wear out, while steam will last so long as the engine is fed, and there is little or no trouble required - nothing beyond what a mere boy could attend to. Had there been a steam engine in town, in all probability the fire of Thursday evening would have been subdued before the Round House was touched, at all events before the workshops were destroyed.

The wharves all around the depot were covered with lumber, and it was miraculous how so little of it was consumed. Very fortunately before the fire broke out, a heavy rain had fallen, and a light rain continued to fall during the time the fire was in progress. But for this circumstance, we do not believe a single board of timber of the entire lot lying on the wharves would have been saved, and in that case the vessels loading the lumber would have been destroyed also. The rain and the breeze being rather down the river saved the lumber lying on the north side of the track, although about 50,000 feet on the south side were burned, as well as the wharf on which it was piled.

What the loss may be to the Railroad Company can scarcely as yet be known. The workshops, with their fine and expensive machinery, are entirely destroyed. The round house and turn-table, in which were several cars nearly completed, as well as a locomotive, are also destroyed. The loss probably will not be less than \$100,000, which is only one-fourth covered by insurance.

There is no insurance, however, against the loss of work and tools by the hands employed, numbering about eighty. Hundreds were dependent on these men, and unless work is speedily found a great deal of suffering must be experienced. As to the intents of the company in respect to rebuilding, nothing is yet known, but in all probability the workshops will not again be located in such close proximity to the lumber—perhaps at the Junction, where land can be purchased at a reasonable rate.

The following is a portion of the property destroyed: 1 locomotive, 2 passenger cars and 7 box cars, all intended for the Canada Central Railroad; 1 sleeping car, half finished, 1 stationary engine, 50 car wheels, a large quantity of dried lumber, and about \$8000 worth of Machinery.

— Recorder

22/07/1870 *Perth Courier**Canada Central**Brockville*

Perth Courier 1870-07-22 p2

CANADA CENTRAL RAILWAY- It was naturally supposed that the burning of the machine works of the B. & O. Railway at Brockville a short time ago, would lead to a serious delay in opening the Canada Central for business, as most of the rolling stock of the latter had been destroyed. We understand, however, that the active and energetic manager, H. Abbott, Esq., possesses resources fully equal to the unusual demand thus made upon them, and that the road will be in operation at the time originally intended - the ensuing September.

22/07/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street railway is now an established fact. Many delays and disappointments occurred and many obstacles had to be overcome, but the pushing the Company allowed nothing - their enterprise, so that now, but only short time after rumor had pronounced it we have the Ottawa Street Railway - accomplished. A trial trip was made yesterday morning at five o'clock for the purpose of detecting all parts of the track needing improvements. A number of laborers were then - and the work of thoroughly - the track proceeded with. The men made their first trip in the afternoon around five o'clock and seemed quite - to the citizens and were for a time the subject of street corner conversation - people sufficient for fill a half dozen Grand Trunk cars, were gathered here and there along the course of the track waiting to get a view of them and many impatient for a trip to the Chaudiere on the first run of the street cars. There are four cars made on the most improved pattern. They were imported from New York and for lightness, elegance and comfort stand second to no street cars in the Dominion. A patent farebox dispenses with a conductor. They run from J.M. Currier's residence to the Chaudiere, and are drawn by fine looking horses.

23/07/1870 *Almonte Gazette* *Brockville and Ottawa* *Brockville*

#### THE FIRE AT THE ROUND HOUSE.

In giving an account of the fire last week, we stated that the fire had originated amongst "waste cotton, saturated with oil." This was a mistake arising from misinformation, as there was no such material in the building. Mr. Jennings has charge of the store house, and a more correct or careful man cannot be found. He understands his business well and has always guarded against the collection of anything around him that would tend to germinate spontaneous combustion. The cause of the fire remains a mystery still, although it is generally thought now - that it must have been caused by a spark from a steamer or locomotive lodging somewhere about the store house. It is impossible for any public concern to be more carefully managed than the Brockville and Ottawa Railroad and its works, arising from the watchful care of the managing officers, which carefulness descends to the humblest workman on the road.

Recorder

26/07/1870 *The Times, Ottawa* *Ottawa City Passenger*

A couple of waggons came to grief yesterday on the street railway. -- loaded with brick impeded the way of - for a good while in the morning breaking down on the track on the far end of Sappers Bridge.

27/07/1870 *The Times, Ottawa* *Ottawa City Passenger*

The Ottawa street railway is certainly proving a most successful service. Day after day the street cars are --ied on every trip and from present appearances, two or three more cars are required to accommodate the people of --. There is one little thing, however, at present neglected, but which sooner or later must be attended to; we -- the carrying of small bells by the horses as is done on street railways in other cities. The cars make so little noise while in motion that accidents will occur unless something be employed to give warning of their approach.

02/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars are still crowded, more are wanted.

09/08/1870 *The Times, Ottawa* *Canada Central* *Bells Corners*

It is expected that the cars on the Canada Central Railroad will be run as far as Bells Corners by next Saturday night. The track is at present within four miles of that place.

10/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street railway track is about completed to the Suspension Bridge. The company are shoving on the work with their usual energy.

13/08/1870 *The Times, Ottawa* *Canada Central*

The track of the Canada Central is now laid between Bells Corners and Carleton Place, with the exception of small pieces across some culverts which are in the course of completion. Trains are busy drawing gravel to fill up the line. Repeated verbatim on the Almonte Gazette od 29 August 1870.

16/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

Only two cars are running on the street railway during the day, but in the evening the business is so much - as to necessitate the employing of four. In the course of a few days, when the track is completed to the Suspension Bridge the four cars will run through the day as well as at night. The track is laid from Pooley's to Suspension Bridge, - the short connecting piece at the east of the former bridge is in course of completion.

20/08/1870 *Almonte Gazette* *Canada Central* *Bells Corners*

BELLS CORNERS BURNED - We learn that the village of Bell's Corners, near Ottawa has been wholly consumed by fire and that several people were burned to death. The new depot at the Canada Central R.R. was also destroyed. We can give no further particulars in this issue.

#### CANADA CENTRAL

he track of the Canada Central is now laid between Bells' Corners and carleton Place, with the exception of small pieces across some culverts which are in course of completion. Trains are busy drawing gravel up to fill up about the ties

23/08/1870 *The Times, Ottawa* *Union Forwarding* *Chats Falls*

On Saturday last something like a half a mile of the Union Forwarding and Railway Company's railroad, Pontiac, was destroyed by fire. Mr. B. ? Capt.. of the steamer Emerald was seriously burned on the occasion in the endeavors to check the fire. Mr. Cas?, President of the Company has gone to Pontiac, and under his superintendence - no doubt the railroad will soon be repaired. Traffic will not be interrupted by the accident.

23/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

A switch to the street railway is about complete on Sparks street.

Two additional cars will be put upon the street railway on the 1st of September next. The cars will then run through to the Suspension Bridge. In addition to the work just completed on Sparks Street another one is in course of construction on Albert Street. The multiplication of switches on this manner will impede street traffic more than a second track would do.

Perth Courier 1870-08-26 p1  
CANADA CENTRAL RAILWAY.

The Canada Central Railway Company have also been very heavy losers by fires which have been raging along a greater portion of their line for many weeks past. However, on Thursday last [18 Aug], the fury of the flames could no longer be successfully combatted - the fires gradually but surely crept toward their works. First the station house at Bell's Corners was burnt, next, a long range of workmen's shanties speedily [sic] followed, which in turn, was followed by the destruction of the Paymaster's office, including the books, papers and other valuables. The Paymaster had barely time to get away with his own life, and the money of the Company in his possession, such was the rapidity with which the fire was moving. A platform car was also immediately consumed. A locomotive and train were drawn down to the eastern section of the road to avoid destruction, where they yet remain, unable to venture back. Miles upon miles of fences have been burned, and thousands of ties destroyed. Workmen's tools have also been consumed in endless quantity. These, besides other property, will aggregate a great loss. Besides all this, one man is reported to have lost his life on the line. This disaster must seriously impede the progress of the works on the road. Our information from this section is only up to yesterday afternoon, and it is hard to tell what damage may have since been done.

27/08/1870 *Almonte Gazette* *Canada Central*

The Canada Central.

The losses of the Canada Central Railway by the late fire were not so serious as we had supposed. At any rate, with the promptitude which has been characteristic of the company, the damage has been repaired and the locomotive is now running as far as the junction of the March Road with the Richmond Macadamized Road, about 7 miles out of the city.

27/08/1870 *Almonte Gazette* *Brockville and Ottawa*

Off the Track - the night train ran off the track between Almonte and Arnprior. Some eight or nine cars, mostly lumber trucks, were displaced and considerably damaged. Fortunately no one was injured.

27/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street railway is now completed to the Suspension Bridge to which the cars made their first trip yesterday afternoon. Another switch to the street railway is being laid on Sparks Street between Bank and O'Connor Streets

30/08/1870 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

The CE&MCo have just completed and despatched ... ten cars of reversible gauge for the Rolling Stock Company of Boston, being part of a contract for 150 cars.

31/08/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars will not run to the Chaudiere until the 1st September.

02/09/1870 *Perth Courier* *Brockville and Ottawa* *Pakenham*

SMASH-UP ON THE B. & O. RAILWAY.

Via telegraph, we just learn (10:30 a. m.) that a mixed train ran off the track on the Brockville & Ottawa Railway this morning, about three miles north of Pakenham, on its way to Brockville, causing a sudden disarrangement of the trains, and occasioning considerable damage to itself - smashing three loaded cars, we are informed, literally to pieces, their contents bearing company, and badly damaging both the van and passenger car attached, the brakeman barely saving his "scalp" by bolting into the passenger car at the instant of accident. Cause of accident is said to be a defective truck of one of the loaded cars. No one hurt; but the event, as we have said, has been the means of disarranging the trains for the day - occasioning the regular train to and from Sand Point to lie over at Arnprior, and the Perth train on arrival Smith's Falls, to take its place from there to Brockville, besides necessitating the dispatching a special train to their (the damaged train's) assistance, and obliging the regular following, from Brockville, to tarry at Pakenham to await further orders. Thanks to the thoughtful Manager of the road, however, we have not been discommoded by the Perth train proceeding to Brockville instead of returning, immediate arrangement being made for the mails to come through from Smith's Falls by team - the same thoughtful arrangement being made for the satisfaction of the passengers. - Whether we will have a train from here as usual this evening is not yet certain, but one there will be, we are assured, if at all possible.

02/09/1870 *The Times, Ottawa* *Canada Central*

The track for the Canada Central Railway is now being surveyed on Ashburnham Hill by Mr. R. Sparks.

05/09/1870 *The Times, Ottawa* *Canada Central* *Chaudiere*

We alluded a few days since to the fact that the Canada Central Railway was fast approaching completion and that we might hope before many days had elapsed to see the work finished and trains running into Ottawa. Eventually the company intend to have the station built close to the city, almost in line with Elgin Street, and within five minutes walk of the Russell House; at first we believe, however, that the terminus will be at the Chaudiere flats where the Company have purchased a considerable space of ground for the purpose of accommodating the extensive business which they expect to do with the mill owners of that place. There will be two passenger trains and one freight train running each way daily, and the distance from here to Brockville (74 miles) will be performed in about three hours and forty minutes. Mr. Abbott, the contractor of the line, was in the city Saturday. He appears to have no doubt about the line being ready for public traffic on the 15th inst. on which day it is intended that the formal opening shall take place. We wish all possible success to the Canada Central, and hope that the remaining links in that interoceanic railway chain, of which we regard the Canada Central of forming a part, will soon be completed also. Meanwhile the people of this vicinity will have good reason to be satisfied with their railway service, so long as two well managed lines run into Ottawa connecting us with all parts of the continent east and west.

It will be seen by reference to an advertisement in another column that the trains will run on the Canada Central on the 16th inst. It is that then the stages will cease to run on Perth and Pakenham lines and that the service between Ottawa and those places will be performed by rail. (N.B. Could not find the advert in this day's issue)

Canada Central is making its way into the city. So near are the rails laid to the city that this morning the whistle of the engine was heard by persons living on Bank street. The road is graded to near Paterson's? Creek, over which a culvert or small bridge is being built and the rails are laid to within about two miles of the city. If the work progress at the same rate as it has done on the rest of the road, and we have no doubt that it will, a great posse of men being employed, in a few days we expect to see cars running into the city. The road through the city is already about all surveyed and the work preliminary to grading is being proceeded with. Many persons through whose property the track passes are much depressed supposing themselves completely at the mercy of the company. The surveyor goes first with his small force and strikes a line through orchards, sheds and sometimes through houses. The line is blazed out, and immediately after a number of men with axes, who whilst the astonished proprietor stands by in silent rage cut, hew and smash down trees fences, sheds and, when necessary, armed in force and lay siege to a house which soon succumbs to the onslaught. The unfortunate proprietors imagine they are ruined. Others are of quite a different idea. They are under the impression that they can make whatever demand they make and it will be given them as a thing that cannot be helped. Both parties are labouring under very wrong impressions, and both needs a little enlightenment. For the former we may state that though the line is run through their property without consulting them, yet they will be adequately and justly indemnified for all damage done and for whatever property may be taken from them. The company will appraise the land etc. themselves and make their offer, which if the claimant does not consider just, he may leave to the arbitration of two disinterested parties, one to be chosen by the company and the other by the claimant, both parties to abide by their decision. As for those who would make easy money by the line the above explanation also explodes their expectations. They will receive the value of their property etc. and nothing more. There are many persons who, although they may receive the real or even more than the real value of their property, will not yet be adequately rewarded, and only when it is taken into consideration that the proximity of the railroad to their house will be a source of lasting loss to them and indemnified in holding with this consideration will they be fully remunerated.

07/09/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars made their trips yesterday with one horse.

09/09/1870 *Perth Courier* *Canada Central* *Ottawa*

Perth Courier 1870-09-09 p2

On Tuesday last, the final rail of the Canada Central Railway was laid that completed this work, and enabled the iron horse to run through from Brockville, Perth, Sand Point and Carleton Place to Ottawa. Regular express trains will commence to run on Friday next, the 16th inst., between all points on the line of the B. & O. R. and C. C. R. to Ottawa and return. The Perth and Ottawa stage will cease to run after Friday next.

12/09/1870 *The Times, Ottawa* *Canada Central*

The line of the Canada Central through the town has been surveyed so that it now passes 18 feet under Lewis' Hill. This change is welcomed by persons owning property on the flats which were likely to be rendered almost useless from the proximity of the track.

13/09/1870 *The Times, Ottawa* *Canada Central* *Chaudiere*

On Saturday evening last a locomotive passed over the new bridge of this railway at the Chaudiere for the first time.

13/09/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

GRAND TRUNK RAILWAY OF CANADA - A GLANCE AT IMPROVEMENTS (from the International Railway Guide) ... Several hundred new freight cars have been built by the Canada Rolling Stock Company, and leased to the GTR.

14/09/1870 *The Times, Ottawa* *Canada Central*

Advertisement. On and after Friday 16th September through trains will run over the B&O and CCR as follows. Express trains will leave Ottawa at 9 a.m. and 5.25 p.m.

The train leaving at 9 a.m. will connect at Brockville with the Grand Trunk express going west and at Sand Point with the Union Forwarding and Railway Company's steamers for Portage du Fort, Pembroke etc.

Express trains will leave Brockville at 8.05 a.m. and 4.40 p.m. The 4.40 train will await the arrival of the Grand Trunk Mail train going east, if late making a certain connection for mails and passengers for Ottawa. Grain and other freight in car loads will go through from points west to Ottawa without trans shipment.

Arrangements will shortly be made to connect with the Grand Trunk express trains so that passengers can go through without change by sleeping car from Toronto to Ottawa.

Canada Central Railway. The section of this railway between Ottawa and Carleton Place forming with its connection a broad gauge rout [sic] from Ottawa to the west will be open for traffic on the sixteenth instant.

14/09/1870 *The Times, Ottawa* *St. Lawrence and Ottawa*

Three trains will run henceforth, commencing today on the St. Lawrence and Ottawa Railroad. We understand the third train is to run at night.

14/09/1870 *The Times, Ottawa* *Canada Central*

Long article on Canada Central.

Tomorrow the Canada Central will be opened from Ottawa to Carleton Place and Sand Point.

Pembroke isolated. Advantages for Ottawa. Gauge the same as the Grand Trunk, freight cars will be able to run over that line and avoid the transfer and breaking of bulk.

15/09/1870 *The Times, Ottawa* *Ottawa City Passenger*

Switches are a hindrance. Would not have cost any more to put double track in - would be better for Sparks Street. Streets are in a bad condition. Would like to know who to blame.

Accidents are still a very common occurrence owing to the inconvenience caused by the street cars. Yesterday a young lady was thrown out of a buggy which accidentally collided with one of the street cars. She was thrown on her head, receiving a few cuts, though no serious injury.

Yesterday was all that could be desired for the trip to Sand Point, and soon after nine o'clock a large crowd had collected at the terminus of the Canada Central Railway at the Chaudiere Flats, where a train of eight cars was in readiness drawn by the powerful engine, H.A. ABBOTT. This engine was built in Taunton, Mass and is one of great speed and power. She forms one of three which have been constructed for the Canada Central Railway Company. No. 1 is named after to well-known English capitalist Mr. H.W.F. Bolckow who is, we believe, the largest shareholder in the company; No. 2 is named after the president (H. Allan), and No. 3 after the contractor for the line to whose untiring energy and enterprise we owe the speedy completion of the road, Mr. H.A. Abbott. This engine, as before stated was the one destined to propel the excursion train on the opening day. She was profusely decorated with Union Jacks and Red, White and Blue flags interspersed with evergreens. The band of the Brockville Garrison Artillery arrived about 9.30 o'clock and had a car assigned for their accommodation.

List of the invited guests - omitted.

And now the signal is given and at fifty nine minutes past nine o'clock

WE'RE OFF

A few grunts and puffs and the good engine settles down to her work, and soon at a fast accelerating speed we are rattling down the grade out of Ottawa. Past farm houses, the occupants of which, male and female, hurry to the door so soon as the sound of the approaching engine is heard, and with loud hurrahs and waving of handkerchiefs wish God speed to the Canada Central as our train rushes past. Past little log cabins, whose inhabitants have done what they could to show their appreciation of the great event by hoisting miniature red and white flags, and who give us a hearty greeting as we pass; through green woods upon whose leaves the first tint of autumn is seen, and among the branches of which we now and then catch hasty glimpses of the Ottawa flowing calmly on. Presently we reach the "burnt district" where black charred trunks and here and there smoldering ashes, afford evidence of the fiery ruin that has past over this part of the country. The track, as many amongst us remark, instead of being rougher than that of other railways as might have been expected considering how recently it had been made, seems smoother than usual. There is little perceptible oscillation, none of that "bumping" up and down which sometimes renders railroad travelling so fatiguing, but we travel smoothly and steadily along and soon run past Bells Corners where traces of the late terrible fire are still more perceptible on both sides of the track. In fact our course from this point to our first stopping place.

Stittsville

In almost entirely through burnt woods, although a little way back from the track, as our readers are aware, there lies a beautiful stretch of rich agricultural country. Stittsville was reached at 10.25. Thus we had accomplished our first fourteen miles in thirty four minutes, not by any means bad travelling over a new road, with eight heavily laden cars behind us.

After a very brief stoppage at Stittsville we proceeded on our way until Ashton, twenty-two miles from Ottawa was reached at 10:45. At eleven o'clock we arrived at the Carleton station of the Canada Central, and scarcely had we halted when the Brockville train arrived, filled with a number of persons who joined the excursion train on its way to Sand Point. Carleton Place is the end of the new road, and our way from thence lay along the track which has, for some time, been used by the Brockville and Sand Point trains. There is nothing of the scenery along this part of the trip worthy of especial note. The country appears, for the most part, to be exceedingly well adapted for agricultural purposes and the clearings already made are numerous and extensive. Every stream we crossed was almost filled with a quantity of lumber showing how large a lumbering business is done in this section of country and promising well for the future prospects of the railway in this respect. At half past eleven we reached the thriving town of Almonte, with its extensive woollen and other manufactories, and here we found a large number of persons waiting on the platform to greet our arrival. We were now 36½ miles from Ottawa. After giving our iron horse a little refreshment in the shape of wood and water, we once more started on our way. Pakenham was reached at 11:52; a few minutes after 12 o'clock we crossed the long bridge which spans the Madawaska river and at ten minutes after twelve reached Arnprior, about fifty-three miles from Ottawa. The remainder of the distance, about four miles, was performed very rapidly, and at twenty three minutes after twelve (Ottawa time) our train drew up in front of the commodious freight shed belonging to the company at Sand Point. Across the road a sort of triumphal arch had been erected, from which was suspended a number of flags and in the centre a banner upon which was inscribed the word

WELCOME!

And as our train halted we received a cordial welcome in the form of three rousing cheers from the crowd assembled on the platform. Here the passengers alighted; some strolled up to the terminus, a short distance off, which is close to the steamboat wharf; others went into the freight shed and spent some time in admiring

THE DECORATIONS

which were very profuse and at the same time in excellent taste. At each end of the room was a cross table, while down the sides extended two long tables, and all of them were almost covered with a bountiful supply of eatables. The walls of the building were decorated with evergreens and with streamers bearing various mottoes. "God save the Queen" at each end of the room. "Success to the railway enterprise," "Success and prosperity to the Canada Central Railway," "Brunel and Watt," "Rendal, Stephenson, Ross, Cubitt," "Dominion of Canada," "Brockville and Ottawa Railway," "Northern Colonization Railway," "Ottawa Valley Railway," and many others. At each end of the room were the arms of England, Scotland and Ireland emblazoned on shields in proper colours and round the different parts were festoons of laurels etc.

LUNCH

was provided by Mr. Kavanagh, the well known caterer of Ottawa. It is usual on such occasions, to say that "the entertainment was served in Mr. So and So's usual excellent style," but we feel that on this occasion we ought to say more than mere stereotyped words of compliment, for we certainly never saw a lunch of the kind gotten up under similar circumstances in such creditable style. Not only was there enough of everything, but what there was of the very best kind and was well served up.

BILL OF FARE

Relevés - boned turkeys with apple jelly; game pate; hams; ornamented rounds of beef; smoked beef tongue.

Entrees - Chicken salad; partridges with jelly; oyster pates.

Roast joints - Roast beef, roast turkey, roast mutton, roast chicken, roast geese, roast veal.

Game - Partridges, wild duck, prairie chickens, plover.

Relishes - Olives, pickled oysters, pickled cucumbers.

Pastry - Jelly tarts, fancy cakes, wine jelly, blanc mange, charlotte russe, charlotte of apples.

Fruit - Isabella grapes, oranges, fameuse apples, almonds, raisins, figs etc. crackers mixed, celery.

While lunch was proceeding the Brockville Garrison Artillery previously referred to played the following

PROGRAMME

1. March "Distant Greeting" - Doran.

2. Lancers "Merrie Tunes" - Godfrey.

3. Comic fantasia "Echos of the night" - Riviere.

4. Valse "Milgrove" - Stanley.

5. Galop "Post Horn" - Leomig.

6 "God Save the Queen".

Chair was occupied by Abbott. Proposed a toast to the Queen.

Many speeches - omitted

The train was by this time in waiting and soon the passengers were all on board and well satisfied with their day. Everything had passed off most satisfactorily without a single contretemps. At 3.42 the train started and arrived safely in Ottawa about six o'clock. Thus ended the celebration of the opening of the Canada Central Railway

CHANGE OF TIME

A new timetable for the B. & O. and C.C.R. has just been issued, going into effect on the 16th, when the trains on the latter road began their regular trips. It will appear in our next issue, want of space compelling us to lay it over for one week,

Inauguration of the opening of the Canada Central Railway.  
Grand Excursion and Dejeuner.

On Thursday last an excursion for the purpose of celebrating the opening of the railway from Ottawa to Carleton Place, was taken over the entire length of the B. & O. R. and the C. C. R. Invitations to be present were given to a large number of the leading citizens of Ottawa and Brockville and others along the line of the road. A train left Brockville at 7:45 and Ottawa at 9:30, and making a connection at Carleton Place both trains were merged into one. The train arrived at Almonte at 11:45, and presented quite a gay and handsome appearance, the engine being tastefully decorated with a large number of brightly coloured flags, no less than six passenger cars being attached thereto and all filled with a most respectable looking company. Having been presented with a complimentary ticket, we gladly availed ourselves of the opportunity of joining the excursionist. On getting on board we found the cars so full that we had some difficulty in procuring a seat. The train remained at the station but a few minutes, and then started for Sand Point at a rattling pace; Pakenham and Arnprior were quickly passed and ere long the train reached the present terminus of the road - Sand Point. The village was dressed in its best for the occasion, any quantity of bunting being visible from almost every point.

#### THE DEJEUNER

was served in a large and commodious freight shed lately erected. Two rows of tables extended from one end of the building to the other; every seat seemed to be occupied and justice was done to a most substantial display of eatables, including fruit of almost every kind. A large number of flags and banners, interspersed with evergreens, were tastefully arranged throughout the building and numerous devices adorned the walls, conspicuous amongst which were the following: at the upper end appeared the well-known words, "God Save the Queen" surmounted with an immense Union Jack and underneath several lions couchant and rampant. The lower end of the room was likewise adorned with a large flag encircling the words "Prince Arthur." On one side of the room, and arranged at short intervals, were the words "Success to Railway Enterprise," "Stephenson," "Ross," "Locke" "Prosperity to English Capitalists" "Bolebow and Vaughan," "Science," "Engineering," "Telegraphy," "Lumber," "Minerals," "Commerce," "Agriculture" "Trade," "Brunel," "Errington" "Watt," "Tilford." [sic] On the other side of the room, and arranged in excellent order, were the following words and devices: "Ottawa City," "Brockville," "Montreal," "Dominion of Canada," "Ontario," "Quebec," "Manitoba," "Success and Prosperity to the Canada Central Railway," "Brockville and Ottawa Railway," "Northern Colonization Railway," "Ottawa Valley Railway," &c. J. J. C. Abbott, Esq., M. P., occupied the chair, and on his right hand was Sir Francis Hincks and S. R. Graves, Esq., Member of the House of Commons for the city of Liverpool, England; on the left of the chairman were Hon. Alex. Morris, Mr. Powell, M. P., England, and Allen Gilmore, Esq., At the further end of the room, the seats at the tables running across the room were occupied by Judge Armstrong, Mr. Rowan, R. W. Scott, Esq., M. P. P., and D. Galbraith, Esq., M. P. P.

After a continuous cannonade of small arms, in the shape of champagne corks, had been kept up for some time, the chairman rose and gave the first toast of the day "The Queen." The toast was most enthusiastically received after which the band of the B. & O. R., which was in attendance, played "God Save the Queen," The next toast was "The Prince of Wales" immediately followed by the "Gov General," both of which were heartily responded to. The chairman then said that it would only be rendering honor where honor was due when he proposed the toast of "Her Majesty's ministers."

Sir F. Hincks responded, saying that he took it for granted that the toast was meant for Her Majesty's Ministers of the Dominion of Canada. On behalf of his colleagues and himself, he felt gratified for the honour done them. He apologized for the absence of the Hon. Messrs. Cartier and Langevin. He was sure that they would rejoice with him when he said that the first Minister was recovering rapidly, and that he would soon be able to resume his duties in perfect health. During the illness of the premier the different members of the government felt deeply grateful to the members of the opposition party in the house for the deepest sympathy felt and expressed on that occasion, but, indeed, he felt that this feeling of sympathy extended to the whole Dominion of Canada, but now they would rejoice with him at the prospect of early return of the Premier to his accustomed labour. He cordially congratulated the chairman and the directors of the Canada Central Railway upon the auspicious opening, this day, also the great line which he hoped to live to see completed from the Atlantic to the Pacific Oceans. As a member of the government he had rendered the company every support which it was in his power to give, and he might say the same of his colleagues, and he trusted their efforts would be crowned with success. There were three roads of unity together, the Canada Central, the Northern Colonisation and the Brockville and Ottawa. As their time was limited he would not detain them any longer on the present occasion. He concluded by giving a toast "The Chairman and Directors of the Company." The hon gentleman resumed his seat amid loud applause.

The chairman responded to the toast. He regretted the absence of the President of the road, on account of illness; had he been present today he would have rejoiced to witness the success to this extent of his labour. He made a stirring appeal to those present to help by every means in their power the completion of this great undertaking, he showed the great advantages and fruits to be reaped by pushing on the work. They commanded a splendid geographical position, would they rest satisfied with what they had done or should they go on. The hon. gentleman made quite a lengthy speech on the conclusion of which he was heartily cheered by the large audience. The chairman then said that he was happy to announce that they had with them today two members of the British House of Commons. He would now call upon S. R. Graves Esq., member for Liverpool to address the meeting.

Mr. Graves on coming forward was heartily cheered. He said that it had been his privilege 25 years ago to visit this country. He contrasted the difference between then and now; at that time there was no railway in existence in the country, now they had over two thousand miles of railway; then they had no swift steamers to cross the ocean, to day they had a line unrivalled on the Atlantic; twenty five years ago Ottawa was but a village with a few thousand inhabitants, today he came to visit it a city with all the appearances of wealth and comfort. Twenty five years was but a small part in the life of a nation, but on looking back it was marvellous to see what had been done in that short period. Suppose we were to bring minds to look forward for twenty five years and then ask yourself the question what is this country destined to be? They had met this day to celebrate the opening of part of a road which was to connect the great oceans of the west with the oceans of the east. It was their duty to go on with the work and not to be desponding, if they had a road in the United States, we possessed the same advantages. The presence there today of two Ministers of the crown was sufficient proof to him that the government were in favour of the line, and would be ready to do their duty when the time came. The hon. gentleman then referred to the rumour that England was about to sever the connection between the Dominion of Canada and herself. He denied this most energetically, and made some cutting remarks in reference to it which had the effect of raising the patriotism of the audience to a high-pitch of enthusiasm. He concluded by asking the pertinent question, what would England be without her colonies? He looked upon the Dominion of Canada as being one of the brightest gems in the crown of England.

Mr. Barup, President of the Morristown and Black River Railway, was then called forward to speak. He made a short address, complementing the Managers and Directors of the C. C. R. For the expeditious way in which they had furnished the road.

Col. Gray (P. E. I.) was the next speaker. He made a vigorous speech overflowing with true patriotism. He desired the member for Liverpool (Mr. Graves,) when he went back to England to tell the people there that the people of the Dominion of Canada were not dependant on England for their support; they were able and willing to pay their own way.

Several other speakers followed including Hon. Alex. Morris, Sheriff Powell, R. W. Scott, Esq., M.P., H. D. Smith, Esq., M. P., and a few others - and after a few more toasts the grand dejeuner was brought to a close. The word was given, all aboard for Ottawa, and the freight shed so handsomely filled up was left all alone in its glory.

Everything connected with the excursion and dejeuner went off in splendid style, and everyone present seem to be highly delighted with the arrangements. The dinner was all that could be desired and reflected credit on the caterer for the occasion, Mr. Cavanaugh, Queen's Restaurant, Ottawa.

CHANGE OF TIME

A new timetable for the B. & O. and C.C.R. has just been issued, going into effect on the 16th, when the trains on the latter road began their regular trips. It will appear in our next issue, want of space compelling us to lay it over for one week,

20/09/1870

*The Times, Ottawa*

*St. Lawrence and Ottawa*

*Nation River*

A new bridge over the Nation River at Spencerville is being built by the St.L.& O. to replace the old one.

20/09/1870

*The Times, Ottawa*

*Canada Central*

The Canada Central did another good day's business yesterday. The train that left in the morning was literally crowded, there being scarcely standing room.

It is a fact likely of notice now that this railway has been so far completed; though employing between six and seven hundred in the summer, there was not one in that large number brought before His Worship for drunkenness.

23/09/1870

*The Times, Ottawa*

*Ottawa City Passenger*

Two new streetcars of a different model from those already here will be brought to town today or tomorrow for the Street Railway in this city.

23/09/1870

*Kingston Daily British Whi*

*Kingston (CN)*

*Gauge Change Cars*

NEW ROLLING STOCK: Yesterday morning the new locomotive {likely GTR 284 #77} for the GTR left the CE&MCo's Works and steamed out on the city branch line. It is now on duty on the named line. Another instalment of five freight cars for the Canadian Rolling Stock Company, were also delivered over by the CE&MCo, and were taken out by the new engine.

OPENING OF THE CANADA CENTRAL RAILWAY.  
 EXCURSION AND DEJEUNER.  
 TOASTS, SPEECHES &c.  
 A GREAT SUCCESS.

(By Our Own Reporter.)

Friday last was quite an important period in the history of the progress of the Ottawa Valley, for on that day was opened that part of the Canada Central Railway between Ottawa and Carleton Place, and soon, judging from all appearances, to be continued from either end to Montreal and Pembroke. It was an occasion worthy to be observed handsomely, and the manager, H. H. Abbott, Esq., proved himself fully equal to this somewhat onerous task. Everything went off like clockwork, and everyone enjoyed himself thoroughly, whether by the excursion, at the spread, or and listening to the speeches made by the array of talent congregated there. As we intimated before, the dejeuner was held at Sand Point, the present terminus of the B. & O. Railway, and though by this arrangement the guests from Brockville, Perth, and other stations on this end of the Canada Central, were deprived of the luxury and novelty all of riding over the virgin road, those from the Ottawa side, numbering at least three fourths of the entire number of executionists, enjoyed the trip the balance were deprived off. Those from the south joined the Ottawaites at the junction at Carleton Place, where they changed cars for the Canada Central train awaiting them there, and the act of union being accomplished, the whole were rushed off to Sand Point at the rate of about 45 miles per hour. The Canada Central cars are for looks, finish, and comfort, almost perfect, and approach to a par in these respects with the carriages on the New York Central and Great Western of Canada. It may be presumed, therefore that this excursion train of six of these handsome cars, drawn by a powerful and splendid locomotive decked in gay bunting, and loaded with its host of cabinet-ministers, M. P.'s and M. P.'s, government and county officials, city and town councillors, the leading businessmen of the Ottawa Valley, newspaper men &c, &c, cut considerable of a dash on it's swift way to the scene of inauguration. Sand Point was reached about one o'clock, and appeared in all the glories of waving flags and the new freight shed dressed up with evergreens. On arrival the company was almost immediately summoned into the freight-shed to partake of the refreshments provided, and in a very short space of time nearly 500 people were seated at the tables, which consisted of four in number, one each along the sides and across the ends of the building. The extent of the "spread" maybe arrived at when we mention that this freight shed is nearly 200 feet in length and of a proportionate width. The interior of the building was richly and handsomely decked off with flags and evergreens, interspersed with numerous appropriate mottoes and inscriptions brilliantly painted. Amongst the latter we noticed "God Save the Queen," "Success to Railway Enterprise," "Randall," "Stevenson," "Ross," "Locke," "Corbett," "Prosperity to English Capitalists," "Bolckow & Vaughan," "Success and Prosperity to Canada Central, Brockville and Ottawa, and Northern Colonization Railroads," "The Dominion and each of her Province's," "Ottawa," "Montreal," &c., &c. The Excellent Brass belonging to the Brockville and Ottawa Railway Co. artillery was present and added its livening strains to the enjoyment of the day. The dejeuner was furnished by Mr. Kavanagh, of the Victoria Restaurant, Ottawa, and was very creditably got up. At the table was seated among others, Sir Francis Hincks, Hon. J. C. Abbott, Hon. Alex. Morris, Mr. Graves, M. P., for Liverpool, England, Mr. Powell, M. P. for Malmesbury, England, Hon. Malcolm Cameron, D. Galbraith, M. P. P., A. Code, M. P. P., J. Poupore, M. P. P., Col. Gray, M. P., H. W. Scott, M. P., Messrs. Ault and Ross, M. P.'s, R. Lyons, M. P. P., H. H. Abbott, Esq., W. R. Worsley, Esq., &c. &c..

The Hon. J. J. C. Abbott occupied the chair, with Sir Francis Hincks and Mr. Graves, M. P. on his right; and Hon. A. Morris and Mr. Powell, M. P., on his left.

At the conclusion of the dinner, champagne was plentifully substituted for everything else eatable and drinkable, and the toasting, &c., commenced. The chairman proposed "Her Majesty's Ministers."

Sir Francis Hincks responded, regretting that there was not more of his colleagues present on this auspicious occasion - particularly mentioning Sir G.E. Cartier and Hon. Mr. Langevin. As for the Premier, Sir John A. McDonald, it was his pleasure to inform the assemblage that he had left Prince Edward the day previous, and was expected to resume his duties in a short time. He referred to the satisfaction this event would cause throughout the Dominion; and paid a handsome tribute to Her Majesty's Opposition in their earnest and hearty sympathy for the Premier during his late dangerous illness. In referring to this successful and auspicious opening of the new road, he hoped it would soon in connection with the Northern Colonization Road and the Brockville and Ottawa be ere long extended to the Pacific ocean. As a cabinet minister, he had always given his utmost aid to promote public works, and this road was no exception. He begged to propose the health of the "Chairman and Board of Directors, and success to the Company."

The Chairman, Hon. J. J. C. Abbott, in absence of the manager, who was indisposed, replied. He thanked the assemblage and the last speaker for the kind sentiments, and the latter particularly for his efforts in Parliament to advantage the road. He looks forward to the day when the Canada Central and the Northern Colonization would be extended to the Pacific, and pointed to the fact that this was the shortest route to the Pacific. Here, fifty miles from Ottawa, at Sand Point, lay the key of the trade of the world. The teas of China and Japan and the products of the western world would find their depot here. Were they going to stop here? No; let them strike the foot of Lake Superior, and no legislation could prevent the road securing the trade of the far east and west. Then would the country between be opened up, and millions of acres of fertile land thrown open to the homeless emigrant [sic], while the railroad would offer employment to thousands. This same railroad was important in a military as well as a commercial sense, so while the Grand Trunk was so vulnerable that a half-dozen men might cross the St. Lawrence and destroy it so as to break the communication, this road was secure from such attacks. He advocated grants of land to the company, so they might offer emigrants a home along the line or [sic] road, and the country might be the more readily and wholly opened up and developed. They wished no timber, but could do a power of good with land. He proposed the toast, "Our guests."

Mr. Graves, of Liverpool, England, rose to reply. It was his privilege to visit this country 25 years ago when the exports would not exceed \$25,000,000; now they would fairly reach \$100,000,000. Then the interior communication was very bad, having nothing better than common roads; now there were over 2000 miles of road in the country. Then we had to cross the ocean by means of American steamers and vessels; today no more magnificent line of steamers exist than the Canadian lines now crossing the Atlantic. Ottawa was then the Bytown of 4 or 5,000 inhabitants; today she is a fine city of 25,000 people. Forty-six years ago the first settler had camped on its site; today it was the capital of the Dominion, and was the centre of a well settled and fertile country, having fine farms and pleasant homesteads. And this road that had been opened today was but a link in the great chain that was to connect the two oceans. He advised no jealousy towards the American Pacific railway: we, too, had wealth, energy, and enterprise, and had lands fit for settlement to induce companies to make link after link of a great British Pacific Railway. Though he might not be here to witness this, his sons likely would. He ridiculed the idea of a separation between this and the mother country, saying that as long as we wished the British were willing to keep up the connection. He warmly acknowledged the patriotism of the Canadians, and the heartiness with which the health of the Queen had been drunk. The Hon. gentleman concluded his flowery and eloquent speech by quoting a fine couplet from Moore, and sat down amid thunderous applause.

At the request of the chairman, Mr. Barup, President of the Utica and Black River Railway Co., in the state of New York, came forward and made a few remarks. He expressed himself surprised at the progress of this part of the country. On 15th May last the first work on the Canada Central was done, and today an express train ran over the road at the rate of 40 miles an hour! He knew no instance of celerity and energy in the United States to equal this - even in the case of the Great Pacific Railway altho' it had the government at its back throughout. On his side, they were commencing a railroad from Morristown, opposite to Brockville, to the village of Philadelphia, N. Y., which, when completed, would give them the shortest route to New York city that could be built. He hoped the Canadians would not stop here, but with the good start they had made, extend the Canada Central clear through to Lake Superior. We had public lands and resources, but they would never be fully known or developed until railroads ran through them. He attributed the rapid growth and prosperity of the United States to the progress of her railroads, insisting that it was no sacrifice of the public lands to give them to railroad companies.

Several speakers, consisting of Colonel Grey, Sherriff Powell, R. W. Scott, M. P. P. Hon. Alex. Morris, H. H. Abbott, H. E. Smith, M. P. P., and Judge Armstrong followed - some proposing and others responding to toasts - after which the assemblage broke up and took the train homewards, having spent a most pleasant day.

**26/09/1870** *The Times, Ottawa* **Ottawa City Passenger**

Few break downs have happened on the street railway lately owing to the manner in which the rails are kept and probably also because the teamsters have learned how to drive over them.

**27/09/1870** *The Times, Ottawa* **Ottawa City Passenger**

The two new cars for the street railway have arrived. They are of the same capacity as the others but of a somewhat different construction.

**28/09/1870** *The Times, Ottawa* **Canada Central** **Chaudiere**

The Canada Central Railroad is laying a branch track from the station to the Chaudiere for the convenience of loading lumber.

**28/09/1870** *The Times, Ottawa* **St. Lawrence and Ottawa** **Sussex Street**

The frog pond is filled up and the St. Lawrence and Ottawa station looks better. A permanent side track is laid across it for the use of wheat cars.

**30/09/1870** *The Times, Ottawa* **Canada Central** **Chaudiere**

The freight shed at the Ottawa station of the Canada Central is rapidly building. The company have pushed on all work connected with the road with commendable energy.

**01/10/1870** *The Times, Ottawa* **Ottawa City Passenger**

The street cars had an unusually large number of passengers yesterday owing to the excursion to town.

**01/10/1870** *Almonte Gazette* **Brockville and Ottawa**

#### HOLIDAY EXCURSION

The Annual Holiday

So generously allowed by Messrs. B. W. Rosamond & Co., to their large number of employees, was given on Saturday last, with an excursion to Sand Point by rail and thence by boat to Gould's Landing, on the Ottawa. Having been invited, ...we gladly availed ourselves of the opportunity of doing so. As train time approached (10:44 a.m.), a large number of excursionists, numbering, we should say, not less than five hundred had collected at the station

The arrival of the train was the occasion of a general stampede for seats; and although seven passenger cars were provided, very many were compelled to stand throughout the trip. ...we soon left Pakenham behind and arrived, somewhat abruptly, at Arnprior.

As the train had cleared the bridge over the Madawaska, and while rounding a small curve in the road, the three last cars were THROWN FROM THE TRACK and went bouncing over the rough ties at the unpleasant rate of twenty miles an hour, causing a general terror and consternation among their occupants. After running in this way for about two hundred yards, the coupling between the third and fourth cars was, most providentially, broken by the great strain upon it, and the three dislodged cars were left behind. A hasty exit was made by everyone. ... for a distance of fifty feet, the ties were literally torn to atoms by the wheels, the ground plowed up, and the track displaced. The front car leaned to one side at an angle of forty-five degrees; had it gone 10 yards farther it would have lain on its top in a hole on the road side. The cars were twisted and shook considerably, but received no very great damage. The passengers were all unharmed, but greatly frightened, as well they might be.

The conductor, Charles Spencer, Esq., a courteous and obliging gentleman, after ascertaining that no one was hurt, proceeded with the remainder of his train to Sand Point, returning immediately for those of the party who had been left behind. The delay occasioned by the accident was not more than one hour.

About one or two hours was spent at Gould's Landing, when the party embarked on the return trip, arriving at Sand Point at six o'clock. Here we were informed that no trains had arrived during the day, on account of the damage done the track by our train in the morning. Conductor Spencer, the section master, and a number of men were busy during the day relaying the track, but had not yet got it completed.

Shortly after 12, a train arrived, and in about an hour more we were all en route for home, where we arrived about 3 o'clock Sunday morning.

**01/10/1870** *Almonte Gazette* **Brockville and Ottawa**

Time Table

#### CANADA CENTRAL AND BROCKVILLE & OTTAWA RAILWAYS

On and after Friday the 16th September inst., through trains will run over these roads as follows:

##### EXPRESS TRAINS

Will leave Ottawa at 9 a.m., and 5.35 p.m. The train leaving at 9 a.m., will connect at Brockville with the Grand Trunk Express going west, and at Sand Point with the Union forwarding and Railway Company's steamers for Portage du Fort, Pembroke, &c.

##### EXPRESS TRAINS

Will leave Brockville at 8.05 a.m., and 4.40 p.m. The 4.40 p.m. train will await the arrival of the Grand Trunk Mail Trains going East, if late making a certain connection for mails and passengers for Ottawa.

Express trains will pass Almonte, going south at 10.07 a.m., and 6.42 p.m., connecting at Carleton Place with express trains for Ottawa.

**01/10/1870** *Almonte Gazette* **Canada Central**

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**01/10/1870** *Almonte Gazette* **Tramway**

Carleton Place.

- On the riverside Gillies and McLaren have a Saw Mill of considerable power capable of sawing 100,000 feet of lumber in a day. The proprietors have built a branch railroad to the mill, which is of great service in the transmission of lumber. - Brockville Recorder

**08/10/1870** *Almonte Gazette* **Brockville and Ottawa**

#### BROCKVILLE AND OTTAWA RAILWAY

Since the opening of the Canada central from Carleton Place to Ottawa the business of the B. & O. R. seems to have increased very much. Trains are passing Almonte at almost all hours of the day and the quantity of freight which they carry is some thing enormous. The passenger traffic is also very large and is likely to continue for some time to come, altogether the business prospects of these two roads are extremely brilliant.

**08/10/1870    *Almonte Gazette*                      *Brockville and Ottawa***

Excursion. An entirely unexpected influx of visitors to Ottawa occurred yesterday. They came from Sand Point, Almonte, Carleton Place, and all stations between Ottawa and the first named place; the object of the excursion being to raise funds towards the building of a Methodist Church at Sand Point. Ottawa was scarcely aware that she was to be invaded by the very welcome people from that section of the country, until they marched into town from the Canada Central Station, and even then there were many queries exchanged as to who they were, and what their object was. The train on which they came arrived at about 1 o'clock. There were eight cars, four passenger cars and four wood cars, crowded full of lady and gentleman excursionist, the fair sex, we think being the majority. Every carriage and 'bus at the station was immediately besieged, but they could accommodate only a comparatively small number. The streetcars lost a rare opportunity of filling them money boxes. Had they had a half dozen of cars waiting at Pooley's Bridge they would all have got more passengers than they could carry. But the company was ignorant of the excursion. The ladies from Almonte and surrounding country are evidently, as they are everywhere, fair, fresh and beautiful, and the masculine companions hardly looking as the trees of the forest.-- Ottawa Times.

**08/10/1870    *Almonte Gazette*                      *Brockville and Ottawa***

Excursion to Ottawa.- on Friday last, an excursion to Ottawa, took place under the auspices of the M. A. Church of Arnprior, the object being to raise funds for the erection of a new church in that village. The train passed through Almonte at 10 a.m. and a large number of Almonte people turned out and joined the excursion. It had been understood that a sufficient number of covered cars would be provided for the occasion, but the excursionists were woefully disappointed in that respect, the majority of the cars being open lumber trucks. On the way down the passengers occupying these were well nigh blinded with smoke and dust, and complaints were loud and frequent at being treated in such a shameful manner. On arriving in Ottawa, the order of the day was "every man for himself" &c., the members of the committee (if there was such a thing) were invisible. A drizzling rain came on in the afternoon, and when the passengers returned to the station there was no remedy but to "rough it" home in the open lumber trucks. On the way back some managed to stow themselves into freight cars, while a large majority were exposed on the open trucks to a heavy rain which continued all the way home. The excursion was, to say the least, a most wretched affair, and certainly reflects discredit on the parties who got it up. It was rumoured on the train that the church committee had netted a snug little sum by the transaction. If such be the case they must be conscious that they did so in a most discreditable manner, as it was a clear case of raising money under false pretenses. The next time the M. A. Church of Arnprior, get up an excursion we venture to say that the proceeds occurring there from will be exceedingly small.

**08/10/1870    *Kingston Daily British Whi*    *Kingston (CN)*                      *Gauge Change Cars***

CANADIAN ENGINE WORKS: Another locomotive, no.285, and two tenders for the GTR, together with the usual compliment of five freight cars, for the Canadian Rolling Stock Company were turned out of the CE&M Works yesterday.

**12/10/1870    *The Times, Ottawa*                      *Canada Central***

The business of the Canada Central Railway continues to steadily increase. A large number of passengers left by yesterday evening's train. Freight is being sent away in large quantities.

**13/10/1870    *The Times, Ottawa*                      *St. Lawrence and Ottawa*                      *Rideau River***

The piers of the Ottawa and Prescott Railway bridge damaged by the ice last spring are being repaired.

**15/10/1870    *The Times, Ottawa*                      *St. Lawrence and Ottawa***

We have learned with pleasure that Mr. Reynolds is having a new car constructed at Prescott for the St. Lawrence and Ottawa Railway, on the same principle as the Pullman car. The cost of the new car is estimated at from ten to twelve thousand dollars.

**17/10/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

A buggy with a couple of men in it broke down on the street railway track on Saturday afternoon. For a time it caused a pretty extensive jam of vehicles among which was a street car. With deep mire on the road it was a very unpleasant experience.

**18/10/1870    *The Times, Ottawa*                      *Ottawa City Passenger***

With reference to the inquiry of a correspondent, as to the street railway timetable, we understand that the Company will establish a timetable as soon as they ascertain by experiments at what hours the traffic requires the cars should be run. The wheels first sent in gave way, and until the new cars arrived the Company could not depend on running at all regularly. Some time is required to get sufficient horse stock for an increase of trips. The oftener the cars are run the more horses and stable accommodation are required also. At present the cars are run from each terminus every quarter of an hour, counting the hour, half hour and quarter hours evenly, between 8 a.m. and noon and from 2 to 6 p.m. Before, between and after those hours the cars run at 20 and 30 minutes. Some changes may be made in the early and late cars, but during the day the public will get a car every quarter of an hour except between noon and 2 p.m.

**21/10/1870    *Kingston Daily News*                      *Kingston (CN)*                      *Gauge Change Cars***

NEW CARS: Five new freight cars left the CE&MCo yesterday for the Canada Rolling Stock Company.

**22/10/1870    *Kingston Daily British Whi*    *Kingston (CN)*                      *Gauge Change Cars***

NEW CARS: On Thursday five new freight cars on the Canadian Rolling Stock Company contract left the CE&MCo's Works by the branch line, for the GTR.

If the wisdom of the Town Council at rowing off the taxes on the workshops of the Brockville and Ottawa Railroad was ever doubted, a visit to the extensive buildings now

being erected on the site of the late fire, would at once dispel all doubts on the subject. Nor are the buildings in course of erection of the tumbledown flimsy kind. They are of the most substantial character. Strong and well built stone foundation, with solid and well built brick walls. The stone used is the Perth stone, with water lime being used in cementing them together.

The company are building the workshop under their own superintendence, that is, they have not given out the work by contract, but employ two foremen of known ability, Messrs. Menzies and Scott, who lay out the work, superintend the builders and labourers, to all of whom they pay very high wages, some of them as high as three dollars a day. In fact, xx xxx, who thought to take advantage of the season? and the desire of the Manager of the road to having the walls closed in this fall, xxxxxxx employ, because they could not induce the manager to pay them four dollars per day.

The Round House has also once more assumed its old appearance, although the interior is yet unfinished. At present, however it serves as a workshop to blacksmiths and carpenters, as well as doing duty with the turn-table which has also been restored to its place.

The principal workshop is 271 feet in length by fifty-five in breadth. The building lies on the south-east side of the track, and will be divided to at least four divisions, the apartment nearest the river, being intended for the blacksmiths, to which a track is laid for, the purpose of carrying the iron used in the workshop and placing it just where it will be wanted. There will also be a fitting department, in which cars will be fitted up ready for use. Next a joiner's shop, where all the wood work required will be prepared. There will also be a shop for fitting up the machinery of engines, &c. To this building there will also be attached a tank and stationary engine house. On the north-west side of the track another large building is being erected. This is intended for a paint shop, a store shop, and offices for the foreman.

Mr. Scott of Montreal is the architect of the buildings. While on the premises, Mr. Cockfield, the mechanical manager, kindly showed us some of the most intricate and expensive machinery which are to form part of the furniture of the machine shop. One is a large planing machine from the works of McKechnie & Bertram, of Dundas. There was also a moulding machine and a xxxxxx machine from the same parties. A stationary engine of large power is being built to drive the machinery, by Mr. Becket of Hamilton. We may also state that a patent blower has been procured to be used in connection with the forges, so that no man power will be required for keeping the forges in operation, as a pipe connected with the patent blower will be fixed at each fire-place, to supply the fires with all the "puff" they require. The amount of money paid in wages to machinists and labourers during the past few months must have been large, and this, of course, the merchants and tradesmen of the town will have profited by. There are a great many men employed at the present time, but even after the buildings are finished, the number of men regularly employed about the machine shops will be from eighty to one hundred, the most of whom have families depending upon them for food, clothing, &c.

From this it will be seen that had the workshops been removed from the town, the loss would have been great to Brockville. We believe there is not a railroad in Canada better managed than the Brockville and Ottawa. The officers we have always found courteous and affable, doing their best for the interests of the road and all the parties having business with it.

27/10/1870 *The Times, Ottawa* *Canada Central*

The CRR is in a prospering condition, the traffic on it is increasing daily. The receipts for last month are said to amount to \$23,103. Those figures speak well for the line.

29/10/1870 *Almonte Gazette* *St. Lawrence and Ottawa*

The receipts of the St. Lawrence & Ottawa Railway for September show a gratifying increase over the corresponding period of 1869. last year they amounted to \$9,580, this year to \$13,559

01/11/1870 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

NEW CARS: Five more box freight cars were turned out on Monday for the Canada Rolling Stock Company by the CE&MCo. The large contract for 300 cars will now be completed in two or three weeks.

01/11/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

NEW CARS: Five new freight cars, nearly making up the contract for the two hundred ordered by the Canada Rolling Stock Company, were turned out of the CE&MCo's foundry yesterday.

04/11/1870 *Globe and Mail* *St. Lawrence and Ottawa* *Gauge change*

The St. Lawrence and Ottawa Railway company are making arrangements for a supply of "change gauge cars" for the carriage of heavy western Freight to the east and Ottawa. A pioneer car of this description was loaded with pork in barrel at Chicago on Saturday, and arrived at Ottawa on Wednesday without breaking bulk. It was a narrow gauge car when it left Chicago; it was widened on connecting with the Grand Trunk; on arriving at Prescott Junction it was again narrowed by a "pit" provided for the purpose; and then on to Ottawa, to be unloaded and make a return trip in a similar manner.

04/11/1870 *The Times, Ottawa* *Canada Central*

The line of the Canada Central Railroad into the city has been finally surveyed and already men are at work on it. It will pass under the brow of the hill directly below the residence of J.B. Lewis Esq. and will continue from thence to the site of the proposed station along Biddy Street, avoiding as much as possible interfering with houses. Much difficulty is experienced in running the line so as to avoid buildings but we believe Mr. Sparks has been so successful in doing so that only one house will need to be moved.

05/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Sussex Street*

The frog pond at the St. Lawrence and Ottawa station at present affords amusement to young boys in the vicinity. They have constructed a number of rafts and occasionally engage in naval skirmishes.

08/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa*

We understand another locomotive is about being purchased for the St. Lawrence and Ottawa Railroad.

19/11/1870 *Almonte Gazette* *Brockville and Ottawa*

At a meeting of the directors of the Brockville and Ottawa Railway, Mt. H.A. Abbott, the acting managing director, was appointed president, in the place of Mr. Richardson, retired.

23/11/1870 *The Times, Ottawa* *Ottawa City Passenger*

This enterprise has proved a great boon to that large class of our citizens who cannot afford cab hire and are unable or unwilling to walk. Its failure for want of support was confidently predicted but the result has proved that there was an undeveloped passenger traffic which was immediately brought out by low fares and frequent and regular communication with the extreme ends of the city. We understand that an average of about one thousand persons use the cars daily through the principal part of the season and on gala days this number is more than doubled. The Company have proceeded cautiously increasing the number of cars and the frequency of the trips to suit the traffic but for the near approach of winter the cars would run oftener, earlier and later than they do now. Not knowing what the winter traffic will be the Company do not wish to increase their stock of horses and with the present force cannot do more at this time of year. With respect to the "one horse" question, we are informed that the company's cars are all rigged for two horses to be used whenever the state of the track requires it, and that in the spring and fall two horses will often be required until the streets are paved, or the mud in some other way disposed of. In the summer the intention is to run every ten or fifteen minutes with one horse. These from their frequency will not be overloaded and as the cars are only about half the weight of those used in Montreal and Toronto, they are, at any time as easy a load for one horse as the larger cars are for two. In the present state of our streets two horses could not work a Montreal or Toronto street car on the Ottawa grades without assistance. The one horse system which has been introduced on a very large number of the street railways of the US has superseded the two horse system in level cities like New Orleans and Chicago and in all the smaller towns. It is the only system by which in cities of moderate traffic frequent trips can be secured. The number of horses which any company can afford to keep depends upon the traffic, winter and summer, and as this number is fixed, it results that if one horse will do the work here for which two are employed in Toronto the trips here may be twice as frequent per hour as they are in that city and this is the point of greatest interest to the public in the general management of any street railway.

Track. We are glad to see that in Metcalfe, Sussex, Sparks and Duke streets the corporation has begun to complete the roadway of these important thoroughfares. This is greatly needed indeed to diminish the necessary inconvenience caused by the rails. At present the railway track is the only portion of the street which has been graded, and despite the fear of broken axles, we observe that everywhere this track is preferred. More on the Toronto experience.

24/11/1870 *The Times, Ottawa* *Ottawa City Passenger*

The trips of the street cars yesterday were few and far between. The rails were covered over with snow and sleet and drawing the cars was very heavy work for the horses.

25/11/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars did not run at all yesterday owing to the snow on the rails and their absence in the streets is readily felt both by carters and persons who appreciated the accommodation which they afforded.

29/11/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars attempted a trip yesterday but could not manage to get a grip on the slippery rails. So the attempt was abandoned.

30/11/1870 *The Times, Ottawa* *Canada Central* *Chaudiere*

The Canada Central Railway station and sheds are now surrounded by a neat picket fence. Telegraph poles, it is said, will soon be set up along the track, and the wires will then be introduced into the different stations along the route.

30/11/1870 *The Times, Ottawa* *Ottawa City Passenger*

The greater portion of the street railway track was cleared yesterday. The cars made several trips, and were not particular to stick to the track where it was heavily obstructed. This in all Canadian cities is the worst season of the year for the running of the railcars. There is generally just enough snow to make the running of the cars difficult and not enough to permit the use of sleighs.

30/11/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *Sussex Street*

We believe the St. Lawrence and Ottawa Railroad Company will have a new locomotive and a new first class car running on their track shortly. The St. Lawrence and Ottawa Railway Company are improving their grounds generally at the Ottawa station. They have run a drain through what was popularly known as the frog pond and a large platform is being built on the western side of the freight shed.

03/12/1870 *The Times, Ottawa* *Ottawa City Passenger*

In most cities, indeed, I may say all cities in which I have had occasion to remark the system of running street railway cars, the most conspicuous, and in my own estimation the most indispensable portion of their outfit, with a view to the public service and convenience, is the presence of an individual at the rear of each car with an eye to business.

Now, on numerous occasions I have come upon one of these cars, just, as some one hundred feet ahead of me, it has turned the corner of a cross street, and owing to there being no "eye" behind to observe my signal to "heave to" it has of course in obedience to the exertions of its unconscious driver pursued the "even tenor" of its way, leaving me to plod on foot the weary mile or so, I should willingly have forked over twice the fare for being carried over.

Economy should certainly be the order of the day in all things, but if there are more served like myself, (and I do not see why there should not be) it may become a question whether the absence of the individual alluded to is not a very doubtful bit of saving to the Street Railway Company of Ottawa. What do they say themselves?

A neglected signaller.

03/12/1870 *Almonte Gazette* *Brockville and Ottawa*

CHANGE OF TIME - We understand the B. & O. R.R. will again change its time table on Monday next. The change effected on Monday last has not been found to work well. The absence of an express train called forth loud complaints, and the Company has wisely determined to place one upon the road again. We will probably receive the table in time for publication in our next issue.

03/12/1870 *Almonte Gazette* *Canada Central* *Stittsville*

STITTSTVILLE - Stittsville, on the line of the Canada Central Railway, and which was completely destroyed by the summer fires, is again being built up pretty rapidly. A new village is rising on the ruins of the old one. Lumber is almost daily taken out on the Canada Central cars for building purposes.

Commencing December 5 sleeping cars between Toronto and Ottawa going through in 13 hours.

Timetable.

Leave Brockville 4.45 a.m. express arriving Ottawa 8.30 a.m.

7.30 a.m. mail train arriving at 1.50 p.m.

3.30 p.m. express arriving at 7.16 p.m.

Leave Ottawa 9.40 express arriving Brockville 1.40 p.m.

3.45 p.m. mail train arriving 9.15 p.m.

10.30 p.m. express arriving 3.15 a.m.

Connections with expresses to and from Toronto.

A sleeping car will leave Toronto MWF nights and go through to Ottawa arriving at 8.30 a.m. returning it will leave Ottawa on TThSaO nights and go through to Toronto arriving at 11.30 a.m.

Freight forwarded with despatch as CC and B&O Railways are the same gauge as the Grand Trunk. Car loads go through in Grand Trunk cars to all points without transhipment.

07/12/1870 *The Times, Ottawa* *Ottawa City Passenger*

The sleighs of the City Passenger Railway were out for the first time yesterday. They are a little larger than the cars and are comfortably fitted up. The runners are after the bob sleigh patterns. The convenience of having these commodious sleighs running from one end of the city to the other cannot fail to be appreciated by the public.

Printed verbatim in the Almonte Gazette of 10 December 1870 under the title A NOVEL RAILWAY.

10/12/1870 *Almonte Gazette* *Brockville and Ottawa*

NEW TIME TABLE - We publish elsewhere the new regulations for running trains on the B. & O. and C.C. Railways, which went into effect on Monday, the 5th Inst. It is calculated to give more satisfaction to the towns north of Carleton Place, which under the old regulation, were deprived altogether of an express train.

15/12/1870 *The Times, Ottawa* *St. Lawrence and Ottawa*

St. Lawrence and Ottawa Railway. Grand Trunk passengers from the west may rely upon making sure connection at Prescott with trains of the St. Lawrence and Ottawa Railway, which under any circumstances, wait the arrival of the Grand Trunk trains.

16/12/1870 *The Times, Ottawa* *St. Lawrence and Ottawa* *locomotive*

The Taunton locomotive and new car will be placed on the St. Lawrence and Ottawa Railway track on the 20th instant, and we believe the event will be celebrated by a dinner. The car will be entitled "The Ottawa" and the engine "Lady Lisgar".

21/12/1870 *The Times, Ottawa* *Ottawa City Passenger*

The street cars are not well patronized just now.

29/12/1870 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has just been completed, and the last batch of three cars will be turned out tomorrow for despatch to their destination. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowplows for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.

30/12/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has been completed, and the last batch of five cars will be turned out today. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowploughs for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.