

# Local Railway Items from Area Papers - 1871

*02/01/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

Notice is hereby given that the St. Lawrence and Ottawa Railway Company have this day withdrawn the Duplicate Plan and Book of Reference of the proposed extension of the line of the said Railway, under the authority of Vic Cap. 20, deposited on 7 July last in the office of the Department of Public Works, in the City of Ottawa, and the copies thereof in the office of the Clerk of the Peace in the County of Carleton and in lieu thereof have this day deposited in the office of the Department of Public Works in the City of Ottawa duplicate map or plans, and book of reference of the proposed extension of the Line of the said Railway, under the authority of 31 Vic., Cap. 20, and of its course and direction, and of the lands intended to be passed over and taken therefore, as far as ascertained and have also deposited copies of such Map or Plan and Book of Reference in the office of the Clerk of the Peace for the County of Carleton.

THOS REYNOLDS  
Managing Director

*10/01/1871 Ottawa Citizen Canada Central*

Canada Central Railway. It will be seen by advertisement that the night train on this road will be discontinued after Saturday next.

*11/01/1871 The Times, Ottawa St. Lawrence and Ottawa locomotive*

A large and powerful engine names "Lady Lisgar" arrived on Saturday at Prescott Junction for the St. Lawrence and Ottawa Railway Company. The new engine went to the junction yesterday afternoon and will bring out its first train today. Such a valuable acquisition to the rolling stock of the company is good proof of the large and increasing business the company is doing under its present efficient management.

*13/01/1871 Ottawa Citizen Kingston (CP)*

Kingston is agitating for a railway from there to Pembroke, in order to divert some portion of the trade of the Upper Ottawa from this city to that ancient and progressive town. The idea is certainly not a bad one, but there is not enterprise sufficient in Kingston to bring the scheme to maturity.

*13/01/1871 Ottawa Citizen St. Lawrence and Ottawa*

A gentleman who was a passenger on the St. L. & O. Railway train when the man fell off the other day, has given us a gratifying account of the carefulness, and humanity displayed on that occasion by the conductor, Mr. Daniels. The company is fortunate in having such an officer.

*13/01/1871 Ottawa Citizen Brockville and Ottawa Perth wood*

The inquest on the body of Mr. R.B. Kellock was concluded at the Town Hall, Perth on Wednesday. Donald Fraser Esq., County Attorney, was again in attendance. The railway company had a barrister from Brockville, Mr. Fraser, to watch the case. A number of witnesses were examined but nothing really new was elicited. From the whole evidence, it seems quite plain that Mr. Kellock, on the night before he was found in a dying condition on the railway track, had taken passage on the wood train which left Smiths Falls about half past eight o'clock; that he came up on the train as far as the wood shed at the Perth station (the place where the train stopped); and that he remained in the "van" with the men about fifteen minutes after the arrival of the train. After this all is uncertainty. How he left the train, where he went, when he left, who went with him - of all this nothing can be found out. Of course under these circumstances the jury could not give a verdict attaching blame on any quarter. The verdict is as follows:- "That the said Robert Kellock, on the 29th day of December 1870, was found dying on the track of the Brockville and Ottawa Railway, near the railway crossing known as Campbell's Crossing in the township of North Elmsley; that the said Robert Boyd Kellock, on being removed to the house of Patrick McHugh, in close vicinity, in the aforesaid township, did then and there almost immediately die. The jurors aforesaid find that the deceased came to his death by exposure and inclemency of the weather, and by no violent means to the knowledge of the said jurors".

*20/01/1871 Ottawa Free Press Canada Central*

One of the locomotives of the C.C.R.R. was off the track for four days this week.

*27/01/1871 The Times, Ottawa Canada Central*

The extension of the Canada Central is going on rapidly. The track is laid to Castleford - almost half the distance between Sand Point and Renfrew; and as the bridges over the gullies are nearly ready to receive the ties, more rapid progress is likely to be made in laying the remaining portion of the track.

*28/01/1871 Ottawa Citizen Kingston (CP)*

Pembroke Town Council has voted \$50,000 towards the construction of a railway to connect that town with Kingston. The municipalities through which the railway will pass are expected to add bonuses. Ottawa should wake up to the fact that other cities are making big bids for the immense and increasing trade which is to be obtained by tapping the upper waters of our noble river by railways.

*31/01/1871 Ottawa Citizen Canada Central*

On Saturday afternoon, owing to a delay on the Grand Trunk, the train on the Canada Central did not reach Sand Point in time to connect with the Capital. As there was a large number of passengers en route, the delay would have caused considerable inconvenience had not Mr. Abbott, who had received intimation by telegraph of the fact, sent a special train which brought all to the city in good time and with very little delay.

*03/02/1871 Ottawa Citizen Kingston (CP)*

Extract from Kingston News of an account of a deputation which went from Kingston to Pembroke to solicit assistance from Renfrew County for railway scheme.

*08/02/1871 Ottawa Citizen St. Lawrence and Ottawa*

We take pleasure in directing attention to the new arrangements in the running time of this well conducted road. Sleeping cars will begin running on Monday next with the train leaving Ottawa at 10.30 p.m. and on the train leaving Prescott at 1.50 p.m. which will be a great advantage and comfort to the travelling public. During the present month the mail train will leave Prescott Wharf for Ottawa at 5.45 a.m. and the express at 4.20 p.m.

*10/02/1871 Ottawa Free Press QMO&O*

Considerable excitement prevails in the counties of Ottawa and Argenteuil about the route of the proposed Northern Colonization R.R. Two routes are spoken of. One running at a distance of some forty miles back north of Ottawa and the other running close to the river.

**13/02/1871    The Times, Ottawa                    St. Lawrence and Ottawa**

It will be seen by the new time table of the St.L. & O.R.R. that four trains will be run daily on that line during the session, a special train being put on for the convenience of the public. This accommodation train, which connects with a corresponding train leaving Montreal at 8 p.m. will arrive at Ottawa at 8.30 a.m. It comprises a comfortable car fitted with sofa sleeping berths and to which only persons holding first class tickets are admitted. The train commences running today.

**16/02/1871    Ottawa Free Press                    St. Lawrence and Ottawa                    Manotick water**

The St. Lawrence and Ottawa Railroad are building a new station at Manotic, which will probably be fit for opening in a week or ten days. Water tanks are being put up and the Gloucester station, with its tanks, will be discontinued. We further understand that it is in contemplation to run a line to Manotic village, a distance of three miles. When this shall be done, Manotic, with its mills and factory now in operation, will become a place of importance.

**18/02/1871    Ottawa Citizen                    Canada Central                    Chaudiere**

A fire occurred near the Canada Central depot yesterday morning, by which a blacksmiths shop belonging to the company was destroyed.

**18/02/1871    Ottawa Free Press                    St. Lawrence and Ottawa                    Billings Bridge**

The morning train from Prescott ran off the track near Billings Bridge and the passengers had to be brought to the city in sleighs. It was expected the train would be got on the track again before three o'clock this afternoon.

**02/03/1871    Ottawa Free Press                    QMO&O**

With their usual want of energy and appreciation of the values of railways and other public works, the farming community of the Township of Buckingham and vicinity are beginning to look upon the North Shore railway as a bug bear and a speculation which is to sink their property deeply in debt, bringing ruin on the village and unlimited taxation, from which there will be no chance of extricating themselves. They are commencing to exclaim against the proposed scheme and would quash it if they could, but all their efforts will be but as a breath against the "march of improvement," and they will have a benefit forced upon them, and without appreciating it until their lands are trebled in value in a few years.

**04/03/1871    The Times, Ottawa                    St. Lawrence and Ottawa                    Manotick**

Rossiters will cease to be a flag station on and from 8th March and trains after that date will stop by signal at the new Manotick station on the town line between Gloucester and Osgoode.

**13/03/1871    Ottawa Free Press                    Canada Atlantic**

The new railway from Ottawa to Coteau Landing will be called the Montreal Junction and Ottawa City Railway.

**22/03/1871    Ottawa Free Press                    Ottawa City Passenger**

The rails of the street railway are beginning to show themselves.

**25/03/1871    Ottawa Citizen                    Ottawa Terminal**

The City Corporation is generally favorable to granting \$35,000 to the various railway schemes projected to ? at this city, on condition that a union depot be built somewhere near Cartier's Square Adjacent to the canal.

**25/03/1871    Ottawa Free Press                    Ottawa City Passenger**

The Street Railway company have commenced to clear their track and the cars will be running again some time next week.

**25/03/1871    Ottawa Free Press                    St. Lawrence and Ottawa**

A new and comfortable second class car has been placed on the Ottawa & St. Lawrence Railroad for the accommodation of passengers.

**27/03/1871    The Times, Ottawa                    Ottawa City Passenger**

The street railway company are making endeavors to put their track in condition for running their wheeled vehicles. A posse of men were engaged clearing snow off the track on Sparks Street on Saturday.

**27/03/1871    Ottawa Citizen                    Ottawa City Passenger**

Labourers are now employed clearing the track of the Street Railway from ice. It will be a boon to have them running in the sloppy weather.

**30/03/1871    Ottawa Free Press                    Ottawa City Passenger**

Local items are scarce at present but the Street Railway track will soon be clear and "locals" will be more plentiful. One Street Railway item was to be seen this week, already, at the corner of Bank and Sparks streets. We did not ascertain who owned it.

**03/04/1871    Ottawa Free Press                    St. Lawrence and Ottawa**

The O. & St. L.R.R. Company have commenced to build their branch track to the Chaudiere, and are now constructing the abutments of their bridge where the road crosses the Rideau. The branch will be completed about the middle of summer.

**03/04/1871    Ottawa Free Press                    Ottawa City Passenger**

The street cars commenced to run their regular trips this morning, but the track was very rough.

A Street Railway item lay out in the cold opposite Miles' establishment all day yesterday. We expect any amount of "broken axle" paragraphs soon.

**05/04/1871    Ottawa Free Press                    Ottawa City Passenger**

The Street Cars have not commenced to run on time yet and the consequence was, a collision occurred today on Sparks street. There was no damage done, however, as the cars were not "on speed".

**07/04/1871    Ottawa Citizen                    Kingston (CP)**

Kingston proposes to give \$350,000 bonus to the Kingston and Pembroke Railway.

**17/04/1871    Ottawa Free Press                    Ottawa City Passenger**

This morning two horse "street car expresses" ran off the track near the O. & St. L. Station. The train was placed on the rails with some difficulty but it was found that no serious damage had been sustained. The accident was caused by a two wheeled one horse freight train, usually called a truck having knocked a large stone on the track.

**19/04/1871    Ottawa Free Press                    Tramway                    McLachlin Bros.**

Arnprior. This morning, as McLachlin Bros. lumber cars were crossing the bridge in this village, a team attached to a waggon, standing near by, took fright, and started off across the track, and the team were thrown over the bridge. One horse was saved, the other, with the waggon, was sunk. One car was also thrown over the bridge, another smashed up and the bridge itself was badly broken.

20/04/1871 *Ottawa Citizen* *Union Forwarding* *Aylmer*

The launch of the steamer "Jessie Cassels" will take place today at Aylmer. --

21/04/1871 *The Times, Ottawa* *Ottawa City Passenger*

The street cars are doing rushing business just now.

24/04/1871 *The Times, Ottawa* *Ottawa City Passenger*

A boy, the son of Henry Duggan, city street car conductor, was run over about noon Saturday by a street car near the New Edinburgh bridge, and received injuries which it is thought, will prove fatal. He is about eight years of age, and it appears that in getting off the platform he was swung under the car by a heavy basket which he had on one arm. The car passed over his body in a line from the abdomen to the chest, breaking one of his arms. Medical aid was obtained but it is believed the poor fellow cannot survive, at last accounts, he was still living, though in a very precarious condition. This is the first accident that has occurred on the street railway.

24/04/1871 *Ottawa Free Press* *Canada Central*

The fences along the C.C. R.R. which were burnt last summer, are being rapidly rebuilt. The company have a large gang at work at it, and they are assisted by the farmers who are anxious to have their cattle confined within bounds.

25/04/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

The O. & St. L. R.R. Co.'s new locomotive Lady Lisgar brought in from Prescott a train of 27 loaded cars, and one hundred and thirty passengers, yesterday morning.

27/04/1871 *Ottawa Free Press* *Ottawa City Passenger*

The street cars are now running forty trips per diem, or ten trips for each car with ten span of horses. The company will shortly put two more cars on the track on account of an increase in business.

28/04/1871 *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa Street Railway motto is said to be "Dead heads strictly prohibited." Reporters never knew a company of that kind come to a good end.

29/04/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

Mr. Luttrell of the St. L. & O. Railway left town yesterday after making arrangements with the wholesale merchants of this city for heavy shipments of goods for the west. The freight will be sent without transshipment on change-gauge cars.

01/05/1871 *Ottawa Free Press* *Ottawa City Passenger*

Two loads of hay upset on the streets today. One on Sussex and the other on Elgin streets. They were both caused by the street railway track. In one instance there was a broken axle.

01/05/1871 *Ottawa Free Press* *Canada Central* *Bells Corners*

The mixed train on the Canada Central, on the down trip on Saturday, ran into a herd of cows above Bells Corners. Two of the animals were caught on the cow catcher and were thrown clear of the road. Strange to say there were none of the animals killed, the driver having probably succeeded in slackening speed sufficiently to give the cows a chance.

02/05/1871 *The Times, Ottawa* *Ottawa City Passenger*

Three or four vehicles came to grief on the street railway yesterday.

06/05/1871 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

MORE ROLLING STOCK: (from the Belleville Intelligence) - The Rolling Stock Company of Canada has given orders for 500 freight cars and our enterprising townsman C.J. Sterling has the contract to supply prepared lumber for the cars ... over \$25,000 ...

09/05/1871 *Kingston Daily British Whi* *Kingston (CN)* *Kingston*

A new station. In accordance with the design of improving the principal stations on the line of the Grand Trunk Railway, the sum of \$7,500 is about to be spent on the buildings of the Company in Kingston. The present stone building which served as a common waiting room and for offices of the station employees besides, and was in an eminent degree unsuited to the respectability and pretensions of both the Railroad and the city, being no larger and no neater than the ordinary stations of towns and villages along the line, is to be replaced by a two storey building. This will contain a waiting room for first class passengers, ladies and gentlemen, well furnished and comfortable, a waiting room for ladies travelling alone, with proper attendance, and a waiting room for second class passengers. These will be kept in good order, and the travelling public as well as visitors from the city who have frequently to meet friends at the station, will welcome the change. The discomforts heretofore attending a delay at the depot can be remembered with anything but pleasurable feeling. This, we may state was not owing to a want of attention by the officers at the station, but to neglect in higher quarters. The removal of the office of Mr. Stephenson, the Superintendent, to Kingston which we lately hailed with pleasure, has now led to this and other good results. The offices of Mr. Stephenson will be located to the building, and new station offices are to be built for Mr. Neilson and his assistants. This extension of property sounds like a nail in the coffin of the branch track into the city, and much as we welcome the improvements on one account, we regret them on another.

#### G. T. Station Improvements

Reference is made in another column to those improvements. In detail they are as follows:-

The present building is to be enlarged and an additional story with a "Mansard Roof" added. The whole of the lower part of the building is to be thrown into waiting rooms and will be arranged as follows:

Lower floor-1, Waiting Room for Ladies only; 2, Ladies and Gentleman's Waiting Room; 3, Ticket Office; 4, General Waiting Room; 5, Wash Room &c; 6, Hot Water 7, Staircase.

The upper story will be used for offices only and will be as follows: 1, Superintendent's Office; 2, Clerks Office; 3, Telegraph Office; 4, Express Office; 5, Staircase.

The whole building is to be heated by steam. An additional brick building is to be erected in the vacant land, formerly a very handsome garden, immediately east of the stone building used as the present Station house, and will be arranged as follows: 1, Baggage Room; 2, Conductor's Office; 3, Car Checkers' Office; 4, Station Master's Office.

Mr. Overend of this city has the contract for the whole of the work, amounting to near \$7,000. The whole of the Company's land and premises will be fenced in, and will be protected. It is intended to carry the stone wall in front of the buildings, and cabs and carriages will be admitted through the entrance gates. The improvements will be completed in time for the Exhibition.

*12/05/1871 Ottawa Free Press Canada Central*

The track of the Canada Central, at Thompson's Bay, a few miles from the city was in danger of being swept away by the high water this spring. If the water was as high as it was last spring the track would have been carried away.

*17/05/1871 Ottawa Citizen St. Lawrence and Ottawa Ottawa*

The largest train of cars that ever came into this city arrived on the St. Lawrence & Ottawa road by the locomotive "Lady Lisgar" yesterday morning. It consisted of three passenger cars containing 68 passengers, the usual baggage and post office cars and 30 grain cars, each of which was loaded with 350 bushels of wheat making in all 10,500 bushels.

Also carried by the Kingston British Daily Whig on 19 May 1871.

*18/05/1871 Ottawa Citizen St. Lawrence and Ottawa*

Seventeen cars laden with lumber were dispatched yesterday for Boston, to be delivered without transshipment via the St. L. & O. Railway.

*19/05/1871 The Times, Ottawa St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway is rendering excellent service just now to our business men and the management are richly entitled to the gratitude of the public. As an instance of the despatch with which freight is forwarded, we may mention that on Friday last the schooner Montpelier arrived at Prescott with 16,000 bushels of wheat for Mr. H. McCormick of this city, the whole of which was delivered on Saturday. On Saturday evening the steamer Jessie Drummond arrived at Prescott with 20,000 bushels of wheat for Messrs. Young, Bronson & Co. The wheat was discharged and placed on board the St. Lawrence and Ottawa freight cars and delivered in Ottawa to the consignees on Monday afternoon. We question if another small road could be found in Canada which could excel this for despatch. While such excellent management prevails, and the convenience of the public is attended to so well, there is little doubt that we shall continue to have the pleasure of recording a steady increase in the receipts of the St. Lawrence and Ottawa Railway.

*19/05/1871 Kingston Daily British Whi Kingston (CN) Brockville*

The Grand Trunk Railway Company are about erecting a fine station at Brockville to replace the one now in use, it having become much too small for the largely increasing traffic at this place. They have recently erected a fine large engine shed.

*24/05/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

Last night as the 10.30 p.m. train left the St. L. & O. depot with a fashionable marriage party on board, a parting salute of about five firecrackers bid the happy couple good bye.

*29/05/1871 Ottawa Citizen Union Forwarding*

Advertisement shows steamers, Jennie Cassels, Emerald, Prince Arthur, Alliance, Oregon, Snow Bird Jason Gould, Sir John Young, Pembroke, Pontiac and Kippawa. No mention of Ann Sisson or the railway.

*29/05/1871 Ottawa Citizen Ottawa City Passenger*

Pinhey vs. Street Railway Company.

Action brought against the Street Railway company to recover \$10 damages for the breaking of a wheel and an axletree of a buggy on the track of the company through the alleged neglect of the company to keep the track and road adjoining in proper repair.--

Plaintiff awarded \$8 damages - at the same time the judge was quite satisfied that the intention of the Company was to do all that was right.

*02/06/1871 Ottawa Citizen Brockville and Ottawa Brockville*

On Tuesday afternoon, as several sectionmen were employed on the track of the Brockville and Ottawa Railroad, between the tunnel and the machine shops in this town, one of the workmen named William Hurley was struck by an engine and instantly killed. There were two engines moving, one on the main line and one shunting, and in watching the one the other was not observed until it came in contact with the unfortunate man. The engine was backing up at the time and the men on the engine could not see far ahead. A coroner's inquest was held and a verdict of accidental death returned. Deceased was much respected, and his sudden death is very deeply lamented.

*05/06/1871 Ottawa Free Press Ottawa City Passenger*

The corporation is laying new planks on the Sappers Bridge sidewalk, and in so doing today a corporation vehicle, with a load of lumber, was allowed to stand on the track of the C.P.R.R.Co. The C.P.R.R.'s vehicle came along and a Billingsgate fight took place, but the corporation were ignominiously put to flight, and the street car man was triumphant.

*06/06/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

The locomotive "Lady Lisgar" yesterday brought to this city seven car loads of English rails to be laid on the branch line from above Billings Bridge to the Chaudiere on the St. Lawrence and Ottawa Railway. It is calculated that the branch line will be open for traffic about the middle of September.

*08/06/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

Six car loads of railway iron, to be used on the St. L. & O. branch to the Chaudiere, arrived at the station yesterday.

*13/06/1871 The Times, Ottawa Canada Central*

We notice that at the railway meeting yesterday there was some discussion concerning the propriety of the Corporation doing something to assist in the construction of a Central Railway station in this city. A central railway station would, no doubt, be a great convenience, but the first thing to be done is to ensure the construction of those railways which will bring trade to the city. Let the corporation do something to aid in the extension of the Canada Central from Sand Point to Pembroke, before the Kingston line is built and the trade of the western section of the Ottawa valley is diverted from us. This is a matter which admits of no delay. We can arrange about the station afterwards.

*13/06/1871 The Times, Ottawa Union Forwarding*

Ann Sisson does not appear in advertisement listing the company's steamers. The photograph of this vessel at Chats Falls is therefore pre-1871.

*22/06/1871 Ottawa Free Press Ottawa City Passenger*

A collision on the Street Railway was not the cause of the crowd and excitement on Sussex street last night. It was a pair of baulky horses that refused to draw the car, even on the down grade, and after considerable delay the passengers on both the up and the down cars had to get out, and the cars were coupled together and hauled ignominiously back to New Edinburgh. Remarks by reporters, - "We knew that concern would never turn out well. If we were 'dead heads,' that time, we would have lost our ride just as well as the crowd of people who lost their ride and money both, by it."

*30/06/1871 Almonte Gazette Chalk River Almonte*

Almonte Gazette 30 June 1871. WIND MILL. - A windmill has recently been placed on the tank in this place by the B. & O. R. Co., for the purpose of raising water to the cistern. An immense amount of manual labor will be saved by thus utilizing the airy element.

*30/06/1871 Almonte Gazette Chalk River Almonte*

WIND MILL. – A windmill has recently been placed on the tank in this place by the B. & O. R. Co., for the purpose of raising water to the cistern. An immense amount of manual labor will be saved by thus utilizing the airy element.

*05/07/1871 The Times, Ottawa St. Lawrence and Ottawa*

The excursion to Ogdensburg on the St.L. & O. was largely patronized yesterday. Two trains were crowded with excursionists, who no doubt, enjoyed a pleasant day on Yankee soil.

*05/07/1871 Ottawa Citizen Union Forwarding Chats Falls*

A fire occurred yesterday by which a portion of the tramway of the Union Forwarding Company above the Chats was destroyed. In consequence of this unfortunate occurrence a large portion of freight and a number of passengers had to come to town by Canada Central Railway. About half a mile of the tramway was destroyed and it will take some days to repair the damage.

*06/07/1871 Ottawa Citizen Canada Central*

Certain farmers resident on the line of the Canada Central Railway are in the habit of putting down the railway fences and allowing their cattle to graze on the side of the track, and also of travelling thereon with horses and farming implements. Such persons may not be aware that they are violating the statutes of the Dominion, and rendering themselves liable to heavy penalties.

*06/07/1871 The Times, Ottawa Union Forwarding Chats Falls*

The Pontiac horse railway bridge over the Chats was burned down a few days ago. The origin of the fire is not known.

*14/07/1871 Ottawa Citizen Canada Central*

A contract has been entered into by the directors of the Canada Central Railway with Mr. Russell, of Horton, for the delivery, as required, of ties for the extension of the line from Sand Point to Renfrew village. The work of grading will probably begin by the 15th current, and as actual survey has shown that the length of road is only about thirteen instead of fifteen miles, as was at first believed, the grades very easy and no bridging required, the work is expected to be finished and the line in operation this autumn. The directors of the line are taking the proper course to ensure confidence in their success, the small bonuses promised by the village of Renfrew and the townships of Admaston and Horton not having been yet voted.

*14/07/1871 The Times, Ottawa Canada Central Chaudiere*

A Canada Central train crowded with Orangemen and others arrived at the Chaudiere station at three o'clock yesterday morning.

*14/07/1871 The Times, Ottawa St. Lawrence and Ottawa*

John O'Neil, engineer on the St. Lawrence and Ottawa Railway died suddenly on Saturday evening in Prescott. He ran his engine to Prescott and died there about an hour after his arrival. His remains were brought to Ottawa by special train yesterday. He was married and leaves a wife and two children to mourn their loss. He was very industrious and was esteemed by a large circle of friends who will lament his untimely death. It is said he died of Canadian cholera, though we have not been satisfied to the truth of this statement. His funeral took place yesterday and was very largely attended.

*14/07/1871 The Times, Ottawa Ottawa City Passenger*

Scarcely a day passes without three or four more vehicles being broken or damaged in some way upon the Street Railway. We have seen poor women, who came in several miles from the country have the axles of their carts broken, and were in consequence besides being put to much expense delayed for several hours in town.

*14/07/1871 The Times, Ottawa Canada Central Renfrew*

The Canada Central railway have already given out the contract for the delivery of ties for the extension of the line from Sand Point to the village of Renfrew.

*21/07/1871 Ottawa Free Press Canada Central Renfrew*

Ground will be broken tomorrow for the extension of the Canada Central Railroad to that place (Renfrew). The board of directors will be represented by the Hon. A.B. Foster, R.W. Scott Esq., John Ashworth Esq., and other members of the board. This portion of the road will be finished during the present year.

*21/07/1871 Ottawa Citizen Ottawa City Passenger*

The race of carts belonging to a by gone generation is gradually being killed off by the Street Railway. The dying struggles of an ancient specimen blocked up Sparks street for several minutes yesterday.

*22/07/1871 The Times, Ottawa Canada Central Renfrew*

The ground will be broken today at Renfrew for the extension of the CCR line to that place. The breaking of the ground will be accompanied with some ceremony. Hon. A.B. Foster, R.W. Scott and John Ashworth will represent the Board of Directors.

*22/07/1871 Ottawa Free Press Canada Central Renfrew*

Description of the cutting of the first sod on Mr. Plaunt's farm. Details of attendance, remarks, toasts etc.

*25/07/1871 Kingston Daily British Whi Kingston (CN) Kingston*

Town and Country

Private Excursion Party. - On Sunday morning early, a party, among whom were the two Messrs. Pullman, arrived in the city in one of the Pullman palace cars on a special train, and took passage in the morning steamer down the river. This is the first Pullman car which has been run into the city. The wharf being so near the track forms an excellent connection.

*26/07/1871 Ottawa Citizen St. Lawrence and Ottawa*

The O. & St. L. R.R. are rushing business just now in a commendable manner. Yesterday morning's train consisted of nineteen cars, loaded with seven thousand four hundred and ninety-three bushels of wheat, besides passengers and general freight.

*28/07/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere*

Business is expected to commence on the Chaudiere branch of the St. L. & O.R.R. in October.

Chaudiere Junction.

The Chaudiere branch of the Ottawa and St. Lawrence Railway, the construction of which was undertaken last May by Messrs. Gibson and Dickson, contractors, is now fast approaching completion and will be ready for traffic about the middle of October.

#### THE DEPOT

from which the branch commences is situated on Smith's farm, about six miles from the Ottawa station, and is called the "Chaudiere Junction". From this junction the track is run straight across several farms between there and the Rideau River, and crosses the Long Island road about one mile beyond Billings' Bridge. It then crosses the Rideau River and follows the valley down through Mr. Kennedy's farm, crossing the canal a short distance below Hartwell's Locks by means of a

#### SWING BRIDGE

The course is then direct, passing close to St. Louis dam, through Mr. John Clarke's farm and across the Richmond Road near the small creek at Mr. Mallock's place. It then runs parallel with the tracks of the Canada Central straight through to Broad street. The route was selected by Mr. Wise, the Company's Engineer, and is about the best that could have been decided on. The engineering difficulties to contend against are not great, and although there are some heavy cuttings they have all been made through clay banks and require no blasting.

#### THE GRADING

which is nearly completed, has given employment to about 150 men all the summer and the work force is to be increased to 200 next week. There are a number of gullies on the route, and they have taken considerable filling, some of the culverts being as much as 200 feet in length and the embankments forty feet in height. Billing's Creek is crossed by means of a Howe truss bridge 100 feet long and 25 feet in height, built of heavy timbers on cedar posts. The bridge across the Rideau will be a very solid piece of work as the abutments are of stone, and will contain 1,500 yards of masonry, the wood work being composed of 105,000 feet of lumber.

#### THE TRACK

when completed, will be a capital one, as the rails will be jointed with the new fish-plate, or scabbard joint as it is called, and the branch will be one of the best constructed pieces of the whole Ottawa and St. Lawrence road.

#### THE COST

is estimated at between twenty and twenty-five thousand dollars per mile, the track being nearly five miles in length.

The branch will be a very great convenience to lumbermen, and as it is the shortest route to the St. Lawrence, it will no doubt be extensively patronized.

#### THE STATION

for the present will be at Broad street, but it is evident that eventually the track will be pushed further in towards the Chaudiere, and some spot nearer to the centre of the city that the one now in use will be chosen for a passenger station.

It is a pleasure to record such enterprise as these, as they not only reflect credit on the persons connected with them, but also enhance the value and general prosperity of the city.

07/08/1871 *The Times, Ottawa* *Canada Central*

There was an excursion from Almonte to Ottawa on Saturday by the Canada Central. The excursionists were very numerous and consisted principally of girls employed in Rosamond's factory. They walked in small processions through some of the streets of the city and left on return by the 6.20 train.

09/08/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The 11 o'clock train yesterday started in the midst of the storm. There were a large number of passengers and it was "as good as a play" to see them get aboard.

09/08/1871 *Ottawa Free Press* *Ottawa City Passenger*

Our reporter this a.m., observing a small boy with a raw-boned horse trying to drag home a large cart with one wheel, asked the cause, and received for an answer, "Twas dem cars." So say they all.

17/08/1871 *Ottawa Citizen* *Kingston (CP)*

Mr. Evans C.E., who was in Ottawa on Tuesday, has commenced to organize his staff for the survey of the Kingston and Pembroke Railway.

18/08/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The engine "St. Lawrence", employed at the St. Lawrence and Ottawa Railway Depot for local purposes, yesterday broke a connecting rod and has been set aside for repairs.

18/08/1871 *The Times, Ottawa* *Canada Central*

The Canada Central annual report. Opened to Sand Point and has been surveyed to Pembroke and will be completed as far as Renfrew village by the end of the year. Have determined to make connection with the North Shore Railway at Hull when that is completed.

Ottawa is destined to be in the near future at the centre of a near perfect network of railroads.

St.L. & O. - communication with the lumber markets of the USA.

North Shore - connection between the commercial and political capitals.

Canada Central - upper Canada route.

19/08/1871 *The Times, Ottawa* *Montreal and Ottawa*

The survey for the Montreal and City of Ottawa Junction railway is now completed. The line leaves the GTR at the River Rouge passing through Alexandria, Athol and crossing the Nation River about 2½ miles north of Duncanville; thence in an air line to Ottawa and forming a junction with the Canada Central in the centre of the city.

More.

22/08/1871 *The Times, Ottawa* *Ottawa City Passenger*

A conductor on one of our street cars was assaulted by a half-drunken fellow yesterday near the Russell Street corner. It appears the victim of the "Forty Rod" had become disorderly in the car and pitched into the conductor for having endeavoured to quieten him. A couple of policemen came to the rescue, a scuffle ensued by which one of Mr. Michael's windows got somewhat damaged. The assailant made his way up Sparks Street; but was finally nabbed by Constable Graham and had the pleasure of taking the soft side of a plank at the station last night.

Grand Trunk Accident  
Collision of Freight Trains- -One Man Killed.  
Wreck of Both Trains.

This morning the city was startled by the report of an accident having occurred on the Grand Trunk Railroad, three miles east of Kingston. As usual there were greatly exaggerated rumors, and the public were deeply moved by the current statement that five persons had lost their lives in consequence of a collision. However, the accident, deplorable as it is, did not entail altogether such fearful consequences. Sad enough it was, though. Besides the wrecking of the trains, and the infliction of injuries on four of the employees, one life has been sacrificed to an unfortunate mistake.

The Accident.

About eleven o'clock last night, the despatcher sent off freight train No. 13 going East. It had scarcely left the station when he discovered that No. 14 freight train coming West had left Ballantyne's Station, and had not yet arrived. The fiery monsters with their living freight were approaching with full speed, and a collision and a dreadful accident was clearly inevitable, though the receding train No. 13 was not yet out of sight, it was too late to recall it. The impending doom was seen and felt minutes before it was likely to occur, but the officials were powerless to avert it. "God help the poor fellows" very fervently uttered and the excitement of the succeeding minutes of suspense and dreaded anticipation, was all the aid that could be extended. Meanwhile there was an utter unconsciousness of danger.

On The Trains.

No. 13 was proceeding rapidly on the down grade, and had turned the curve of Tuttle's Hill, about two miles from the outer station, when the driver named Grey, saw No. 14 approaching. He had time just to comprehend the awful situation presented to his startled senses, and with his fireman to jump for his life. No. 14 was not proceeding quite so fast, and driver Ellis with excellent presence of mind reversed his engine and called to his fireman to jump. He put his foot on the step of the locomotive, and with that coolness in the face of terrible danger which in railway men is a proverbial gift, waited until he saw his assistant disappear in a leap on the opposite side, and then as the two engines were on the point of meeting, he made a desperate leap for life, and as he met the ground with a severe concussion, he was made conscious of a more terrible disaster by the dreadful crash which attended.

The Collision.

The trains were imbedded one in the other, and the locomotives - disabled monsters, were buried in debris of cars and freight to the height of ten or twelve feet. The engines were wrecked, and held each other in powerful embrace. The tenders were completely buried. Such had been the force of the collision that an empty freight car in No. 14 passed completely over both locomotives and fell disabled on the mass on the opposite side. Three cars of No. 13, containing flour, bran and coal oil, were completely broken to pieces, and the contents scattered around over the track. Two or three cars of No. 14 were alike smashed to pieces, while three others, with broken ends and bearing effects of the heavy collision, were thrown off the track. Eight or nine cars on the trains escaped with comparatively slight injury, and having kept on the track were brought away early this morning in order to assist in clearing the track, and prevent their taking fire. The scene of the accident is one of awful destruction, and the loss to the company must be very great.

Escaped.

The conductors and brakemen of the train, escaped unhurt, but having had no warning of the danger were so overcome by the shock in the rear of the train as to be perfectly bewildered as to what they should do. They encountered driver Ellis, and the other driver and the firemen were found lying there disabled. The pilot engine came down from the station with a small gang about twelve o'clock and then the officials above learned of the full extent of the accident, and of the injuries to the employees. The pilot at once returned, and Dr. Maclean having been sent for to the city, with Mr. Stevenson, the superintendent of the central division, about one o'clock it again left for the scene of the accident. Doctor McLean at once gave his attention to the care of the injured. He found both drivers and the two firemen suffering; and they were at once brought to the station, and taken to Quigley's, where he attended to their injuries. Driver Grey had received a severe concussion of the spine; driver Ellis was slightly bruised; one of the firemen had his ankle dislocated, and another had his shoulder dislocated. The dislocations were reduced, and the other injuries were as carefully treated as circumstances would allow. None of them are very severe, and it is expected the men will speedily recover.

One Man Missing.

Up to this time the men at the wreck were fruitless in their search for a trace of a passenger named Willoughby on one of the trains, who was missing. He had got on the tender of No. 14 at Gananoque, and had ridden up on it with the driver, contrary to the company's rules. He was seen by driver Ellis still sitting on the tender box when he jumped off. He was an old man and either he was unable to jump, or lost his presence of mind in such an unusual exigency. Just now too, a

New Trouble

assailed the rescuers. The debris under the engines caught fire and threatened to make a complete sweep of every thing. Carloads of coal oil were scattered over the track, and if the flames once reached them there would be no possibility of stopping the conflagration. But by the prompt and energetic action of the employees the fire was suppressed, and the danger averted. At two o'clock the missing

Body Was Found

on the side of the track, about ten feet from the engines. It was lying under the roof of a freight car, on top of which rested another car, and under the weight of both, he was instantly crushed to death, so crushed, indeed, that his breastbone was turned into his spine. When the car was raised, his feet were seen protruding through a hole in the car top, and then to rescue the limp, lifeless mass was the work of a very few moments. The body was put on a car and taken to Quigley's at the station to await an inquest.

The Deceased

was an elderly man, and a widower, and leaves a family. He was connected with a cheese factory and lived near Gananoque. He was very anxious to reach Kingston, and begged a passage on the train, and was unfortunate enough to be successful in his appeal for a breach of the Company's rules. He had \$62 in cash in his pocket, besides a great number of papers.

Crossing Trains.

From one o'clock until eight o'clock this morning Mr. Stephenson and his assistants were very busily engaged superintending the work of clearing the track so

as to enable the business of the line to proceed. It was late in the day, however, before the road was opened. When the morning express from the West arrived the passengers were taken to Kingston Mills by cabs, and there met the express from the East, which returned to Montreal. The passengers from the East were brought up by cab, and left by the train which had just arrived from that direction. The delay to passengers was therefore trifling.

The young operator who gave the order for the despatch of No. 13, did so fully under the belief that No. 14 had arrived. He had been an employee for eight years without a charge against him, and had always borne the best character for carefulness and attention to duty. For several days he has been ill, and probably this and the night duty injured his faculties.

The accident occurred at 11:30 o'clock, as Ellis' watch stopped at that hour from the concussion.

We may state that Messrs. Stephenson and Neilson showed the greatest solicitude for the comfort of the injured and the passengers on the trains.

The Inquest.

At eleven o'clock Dr. Barker, Coroner, proceeded to hold the Inquest at the G.T.R. Depot. A respectable jury was sworn, of which Mr. John Elliott was foreman. After the viewing of the body the evidence was taken.

Mr. Neilson, the Station Master, gave evidence of the despatching of trains by the operator, who is despatcher between Brockville and Belleville. No. 13 had the right of track. Mr. Neilson was in bed, it being beyond his hours of duty.

Dr. Maclean gave evidence of the finding of the body at the scene of the collision, with his chest crushed in, and skull fractured.

Jonathan Randolph, conductor of No. 13, swore that he had received written order from the operator to proceed with his train East. About two miles down he heard a whistle of down breaks, repeated once or twice, and then the collision occurred. He was on the pilot engine of his train, which was in rear. He is not allowed to carry passengers, but they do get on the train.

John Gorman, fireman on No. 14, gave evidence of the collision. About a minute elapsed before the danger first appeared and the collision. He jumped off and was injured thereby. Deceased got on the engine at Gananoque, and was on it before the collision.

Andrew Macadoo, conductor of No. 14, received orders at Gananoque to come to Kingston, to cross here Nos. 11, 13 and 15; was on time, two specials crossed at Ballantyne; received an order there to proceed; was on the rear of his train; did not know deceased was on it; never saw him; before the collision, heard a whistle of downbreaks.

James Ellis, driver of No. 13, saw the head light of No. 14 less than a minute before collision; was ahead of time at Ballantyne, but late when left; otherwise would have been in Kingston before No. 13 left. Deceased was on the engine, but was unknown to witness.

James Stephenson, Sworn.—Is Superintendent of the Grand Trunk Railway between Belleville and Montreal; is of opinion that the operator, John Neilson, who gave the order for train No. 13 to proceed East, imagined that train No. 14 had arrived at the Kingston Station. The operator, John Neilson, is an excellent steady and hitherto valuable servant of the Company.

The verdict was unanimous that deceased came to his death accidentally on the 21st of August in a collision on the G.T.R.R. having been on the engine without the consent of the Railway Authorities

*23/08/1871 Ottawa Citizen QMO&O*

The proposed North Shore Railway from Ottawa to Montreal has increased the value of land along the route in the estimation of the farmers. Every settler between Gatineau Point has settled in his mind that he will have a station on his farm, and that his farm will become a thriving city.

*25/08/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

St. Lawrence and Ottawa Railway - It is stated that the branch line of this railway running to the Chaudiere, will be completed, and in running order, by the 1st of November.

*26/08/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

A car ran off the track at the St. Lawrence and Ottawa Railway station this morning. There was no damage done.

*01/09/1871 Ottawa Citizen Kingston (CP)*

At the last meeting of the Kingston and Pembroke Railway Company some Americans from Oswego took \$45,000 stock in the road and would have taken the whole of it if they had been allowed the directorship in their hands. Pembroke has taken \$16,000 by private subscriptions, and the Municipality itself has subscribed \$50,000. The County of Renfrew takes \$100,000 in stocks, and the scheme has the promise of the maximum amount granted by the provincial government, namely \$4,000 per mile. When the road is completed it is expected to cut off the whole of the Upper Ottawa trade from this city unless something is done to have the Canada Central extension from Sand Point to Pembroke, in working order within the next twelve months. There is no doubt but the natural channel of the vast Upper Ottawa trade is past this city, and if we let the Kingston people take it out of our hands it cannot easily be regained, and Ottawa capitalists will have cause to look back with regret at the inactivity and want of enterprise which has allowed such a golden opportunity to pass through their hands without being turned to advantage.

*04/09/1871 Kingston Daily British Whi Kingston (CP)*

Narrow vs broad Gauge [sic]  
Letter by Car Buidier

*09/09/1871 The Times, Ottawa Ottawa City Passenger*

We agree with a contemporary that an extension of the street railway into Sandy Hill would prove very remunerative.

*16/09/1871 Ottawa Citizen QMO&O*

The North Shore Railway of Quebec has adopted the 4 feet 8½ inch gauge. This road will be about 200 miles in length when completed and the adoption of this gauge will probably lead to the same being the width of all railways projected north westward of Ottawa.



*19/09/1871 The Times, Ottawa Canada Central Renfrew*

We understand from undoubted authority that the Canada Central Extension from Sand Point to Renfrew is being pushed forward with the utmost vigour, the anticipated fear of want of hands having proved itself uncalled for.

Men are daily flocking to the scene of the work in such numbers as to enable contractors to make a selection - the surest guarantee that the undertaking will be speedily and successfully completed.

All this is for the benefit of Ottawa and all is done by private and unaided enterprise. That the extension will go on westward there is little doubt to the still increasing prosperity of the city. When will the capital take even the small share of interest in that enterprise, necessary to secure what it so much needs, a Central Station.

*26/09/1871 Ottawa Citizen Canada Central*

The Canada Central is doing good passenger business at present on account of the numerous gangs of men being sent up to the shanties.

*27/09/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

A breaksman named Wm. Nead employed on the St. L. & O. Railway had his right hand badly crushed between the bunters on the cars at the station last night.

*03/10/1871 The Times, Ottawa Canada Central Renfrew*

The grading of the road from Sand Point as far as Castleford is now completed; and within a week's time the grading from Russell's gully to the village of Renfrew - a distance of about three miles - will be completed, with the exception of the cutting at Airth's Woods and one or two places in which the culverts have yet to be put in; the openings having been left for them. We are informed that it is in contemplation to bridge the big gully near Castleford, and also Russell's Gully, which will facilitate the completion of the road, as by this means the work will be finished perhaps two months earlier than it otherwise could have been done. This will remove any doubts that may have existed of the cars running to the village by the 1st of January.

*03/10/1871 Ottawa Free Press L'Orignal and Caledonia*

We are informed that a renewed interest is being evinced in the proposed Caledonia and L'Orignal Railroad. It is thought likely that the Hon. Mr. Foster will be appointed of the position of President of the Company.

*06/10/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

The Branch of the St. L. & O. Railway is now graded within a few rods and ready for laying the rails. The swing bridge over the canal is now completed and it is probable the first train will pass over the extension before the end of the present month.

*06/10/1871 Ottawa Free Press St. Lawrence and Ottawa*

There was a new car on the Prescott train yesterday, which for elegance of finish, and comfort, is ahead of anything on this line hitherto. Mr. Dame, who constructed these things for the company, has another nearly finished at the works at Prescott, which will be put on the road in a few days and is intended to eclipse any ordinary car in Canada.

*07/10/1871 The Times, Ottawa St. Lawrence and Ottawa Chaudiere*

The branch of the St. Lawrence and Ottawa Railway to the Chaudiere is now very nearly all graded and ready for laying of the track. It is probable trains will run over it within a month from the present time.

Also Advertisement.

St. Lawrence and Ottawa Railway

Cedar Posts Wanted

1,000 cedar posts wanted immediately delivered at the RICHMOND ROAD CROSSING of the Chaudiere branch of the St. L.&O.

To be thirteen feet long and not less than six inches diameter at the small end; to be straight and sound.

Flatted cedar also wanted,

Tenders to be addressed to the Engineer's Office, Ottawa Station.

*10/10/1871 Ottawa Free Press St. Lawrence and Ottawa White Bridge*

The bridge at the Chaudiere section of the St. L. & O. R.R. intended to cross the Rideau river was commenced yesterday morning, and will be rapidly proceeded with. The remaining pier of the two centre piers was completed last night.

*11/10/1871 Ottawa Citizen Montreal and Ottawa*

The plans and profiles of the Montreal and Ottawa City Junction Railway will be on public exhibition tomorrow (Thursday) between the hours of ten o'clock a.m. and two o'clock p.m. The citizens are respectfully invited to call and examine them.

A meeting of the City Council will take place at two o'clock of the same day when the plans will be examined and explanations received from the President of the Company, D.A. MacDonald, Esq. M.P.

More.

*11/10/1871 The Times, Ottawa St. Lawrence and Ottawa White Bridge*

The construction of a bridge across the Rideau River for the Branch of the St. L. & O. R to the Chaudiere has been commenced and will be proceeded with, with despatch,

*12/10/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere Junction*

Mr. R.R. Dowsley, late train dispatcher of Prescott Junction, today entered upon his duties as station agent at the Chaudiere Junction.

*12/10/1871 Ottawa Citizen St. Lawrence and Ottawa*

St. L. & O. Railway - of this road the Prescott Telegraph says: - We are glad to learn that this road still continues to do an increasingly prosperous business. During the last month the earnings of the road reached \$108 per mile per week which is the largest amount yet attained. When the branch line is completed to the Chaudiere mills, and it is expected that it will be in another month, the business of the road will be still further very largely increased. It is calculated that 20,000,000 feet of lumber will be brought over the road to Prescott during the forthcoming winter and the handling of this vast quantity of material will give employment to many additional hands. The management deserve to be congratulated on the success that has attended their energetic endeavors to build up the business of the line by enlarging its capacity and increasing its facilities.

*13/10/1871 The Times, Ottawa Montreal and Ottawa*

Report of a special meeting of City Council on Montreal and City of Ottawa Junction railway plans.

*16/10/1871 Ottawa Free Press Ottawa City Passenger*

A street car got stuck below Sappers bridge this morning by a small stone getting under the wheel. The gentlemanly conductor expressed his disapprobation in mild profanity as he removed the obstruction.

*16/10/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere*

The contract for building the Chaudiere engine house has been given to Mr. Palen.

*18/10/1871 Ottawa Citizen St. Lawrence and Ottawa*

The employees of the St. L. & O. Railway looked like "Angels wreathed in smiles" yesterday afternoon. It was pay day.

*23/10/1871 The Times, Ottawa Canada Central Renfrew*

The Renfrew Mercury says: The ties are placed along the line ready to be put into position, to be used for the rails. from Sand Point nearly the whole distance to Renfrew.

Workmen are employed in erecting the bridge over the big gully near Castleford, and for the bridge over the gully on Russell's farm, nearer the village, control has been taken by Messrs Halpenny and Faichney, who already have some men at work preparing the timber for it. They are also commencing to level the ground at the station and other buildings in the village.

*28/10/1871 Ottawa Citizen Canada Central*

Rumor saith that the Canada Central and B. & O. Railways from Ottawa to Sand Point and the extension of the former to Renfrew has been leased to Sir Hugh Allan of Ravenscraig, in the interest of the railway projected between Montreal and Ottawa. If Sir Hugh intends work we may expect to see a large increase of energy and business developed over these lines of road, as the Knight of the Ocean Steamships seldom fails to turn anything he touches into gold. So says the Perth Courier.

*31/10/1871 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

The railway station for the extension of the line of the St. Lawrence and Ottawa Railway to the west end of the city is in course of construction and will be completed in a few weeks.

*01/11/1871 Ottawa Free Press St. Lawrence and Ottawa Chaudiere*

The Chaudiere branch of this road is being rapidly completed. Workmen are engaged in erecting a new freight house and the platform for the passenger station has been completed.

*02/11/1871 Ottawa Citizen Ottawa City Passenger*

A pig, run over by the street Railway cars on Sussex street, had two of its legs amputated by the accident. The pork was sold something under market price.

*03/11/1871 Ottawa Citizen Canada Central Renfrew*

Canada Central Railway. - On Monday the work of track laying was begun on the extension of this line to Renfrew.

*04/11/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

A smash up occurred at the St. L. & O. Railway Station yesterday. As the morning freight train came in, the axle of a freight car, loaded with flour, having got sprung, it tore up the track and threw the car in the ditch, smashing it badly. It was very fortunate the accident did not occur when the train was at full speed.

*04/11/1871 Ottawa Citizen Maniwaki*

Ottawa & Gatineau Valley Railroad

No. 1.

The Gatineau is the largest tributary the Ottawa. It is between three and four hundred miles long, flows nearly due south, and debouches into the Ottawa about a mile below this city. It drains an area of about 10,000 square miles, or nearly six and a half millions of acres. It contains a larger proportion of arable land than any other stream watering the Laurentian formation. comprises about three tenths of the lands adapted for settlement in the Ottawa country. Its timber and mineral wealth is inexhaustible. The river is navigable but for short reaches but its water power is sufficient to turn the machinery of the whole world. It has the double advantage of being admirably adapted for agricultural and manufacturing pursuits. The country on either side is surveyed and subdivided into farm lots for about 150 miles above this city. It contains the township of Hull, Templeton, Masham, Wakefield, Lowe, Denholm, Aldfield, Leslie, Aylwin, Hincks, Wright, Alleyn, Clapham, Huddersfield, Dorion, Northfield, Bouchette, Cameron, Manewake [sic], Kensington, Egan, Anmond, Lytton, Sicotte and Basquetong. It has a population of about 15,000 and if its resources were developed is capable of maintaining one million souls. It has several flourishing settlements and villages, and in no part of Canada are the rural population more thriving than in the Gatineau district.

It has contributed more timber to our markets than any other stream in Canada ; and consequently yielded more to the revenue, whilst it has received less in return than any other district of equal extent. The navigation of rivers of much less importance has been improved to facilitate the descent of timber. This has been left in a state of nature, and the adjacent country as thoroughly neglected. Until within a few years it seems to have been completely ignored and its inhabitants ostracised. The improvement, slight though it is, is no doubt owing to the exertions of Mr. Wright for his constituents, whose highways were without parallel for wretchedness in this country of were bad roads. The poor affected settlers were shutout from the rest of creation until "Jack frost" with his snowy flakes, came periodically to the rescue.

Hence the claims of this section on the Government for special support in any enterprise having for its object the development of its resources is indisputable. Thins can be best accomplished by railroads. It is therefore proposed to ask of the Quebec Government a grant of land in the Gatineau country, for the purpose of constructing a railroad from this city to the River Desert settlement, a distance of about ninety miles. That this project would add largely to the wealth and population of Lower Canada there can be no denying. That no scheme yet propounded would conduce more to colonize one of the most fertile tracts (now almost inaccessible) of the Province of Quebec, and that it is by the realization of such plans she can hope to equal the progress of her sister Province. That this railroad will receive the cordial support of the Ottawa members, and all friends of progress in the Quebec Legislature, there is little doubt. More anon

Ottawa Citizen 6 November 1871

## Ottawa and Gatineau Valley Railroad

Railroads are the best of all roads. The roads of a country are accurate and certain tests of the degree of its civilization. Roads are the veins and arteries of the body politic, for through them flow the agricultural productions and the commercial supplies which are the lifeblood of the state. Upon the sufficiency of their number, the propriety of the directions, and the unobstructedness of their courses, depend the ease and rapidity with which the more distant portions of the system receive the nutrient which is essential to their life, health and vigour, and without a copious supply of which the extremities must languish and die.

But roads like air belong to that class of blessings, of whose value and importance we are seldom sensible, because their advantages are so great, manifold and indispensable us to be of universal extent, that the origin is forgotten. Imagine what would be the condition of mankind if a road had never been built. Most Canadians can, from experience, appreciate the difference between travel in the trackless forest and a first-class railroad.

But the increase of personal Comfort is an insignificant item in estimating the importance of roads. For want of them the richest productions of nature rot and waste in the places of their growth. Before the introduction of railways the luxuriant prairies of the West were no better than a barren waste, for the cost of transport to market exceeded the value of the richest crops. The same may be said of Canadian minerals. The Ottawa country contains all the valuable and useful metals. The ores are rich in quality and abundant in quantity. Yet, how many of them would be productive?

Suppose that in this city a bushel of oats is worth \$0.40, and that it cost a Gatineau farmer 25 cents to get it to market, it would be only be worth 15 cents to him at home. Now, if by improved roads the cost of carriage is reduced to five cents, the surplus 25 cents is so much absolute gain to the community, balanced only by the cost of improving the road. It is manifest that to expend 10 cents in such an enterprise would be a profitable investment, leaving a balance of 10 cents to be divided between the producer and consumer, (i.e.) by spending 10 cents in making a railroad. The farmer gets five cents more for the bushel of oats and the merchant pays five cents less for it.

The following extract from a report of a committee of the House of Commons on this subject is well worth attention

"By the improvement of our roads every branch of our agricultural, commercial and manufacturing industry would be materially benefited. Every article brought to market would be diminished in price and the number of horses would be so much reduce that, by these and other retrenchments, at the expense of five million (pounds sterling) would be annually saved to the public. The expense of repairing roads, and the wear and tear of horses and carriages would be essentially diminished : and thousands of acres, the produce of which is now wasted on feeding unnecessary horses, would be devoted to the production of food for man. In short the public and private advantages which would result from affecting that great object, the improvement of a highways,

Illegible

The changes in the condition of the country which such improvements affect are of the highest importance. It is said that Marshall Wade's Military Road did more for the civilization of the Highlands than the preceding efforts of all the British Monarchy Monarch Telford roads produced such a change in the state of that people us to be unparalleled in the history of any country for the same space of time. Large crops of wheat no cover form of wastes, Farmers houses and herds of cattle are now seen where was previously a desert estate having something in value and around

Balance illegible

06/11/1871 *Ottawa Citizen* *Ottawa City Passenger*

There is a change of time on the O.C.S.P. Railway. Trains now run semi-occasionally.

07/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Sussex Street*

The car thrown from the track at the Lower Town depot the other day has been remounted and put in running order. Cars belonging to the National Car Company are at the St. Lawrence and Ottawa Railway depot, being loaded with beds, mattresses and bedsteads from Whiteside & Co.'s establishment, to be sent through to Chicago without transshipment.

08/11/1871 *Ottawa Citizen* *Ottawa City Passenger*

A street car was run away with by the horses attached to it, near the Russell House last night. When it got off the track the animals found the stampede a matter of such difficulty that they) came to the conclusion to stop and stopped accordingly.

09/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

Large cargoes of grain and fruit are laying at Prescott awaiting shipment to this city. Two cows were run over by the night train on the St. L. & O. Railway last night, at the other side of Kemptville.

09/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The branch portion of this line is now making long and rapid strides towards completion. We hear the truss bridge is to be finished within the next two or three days. The station house (Chaudiere) will be commenced today and we may safely hope to see the line opened about the latter part of December.

Ottawa Citizen 9 November 1871

Ottawa and Gatineau Valley Railroad.

It's claims to public confidence.

Railroads confer vast advantages on the inhabitants of the district's traversed by them. They benefit the producer by opening to him diverse markets, the consumer by equalizing prices and reducing them to a minimum. But they sometimes direct as well as attract trade. Hence those projects which from their location must draw trade to a certain town or city, have special claims for support on that City.

Now, the Gatineau County is the backbone of this city. The trade of that district must as inevitably fall into our lap as its waters bars our doors. It has no other outlet. We know that the other Railway projects completed or contemplated have directed, and will direct trade from the city, therefore any scheme which tends to develop the resources and add to the material advancement of the Gatineau, must add to the wealth and importance of the city, and have a special interest to its inhabitants. Every dollar made in that section is so much added to the business of Ottawa.

Take the article of fuel. Every citizen who has given the subject the slightest consideration, must know that the sources from which we draw our firewood are not only gradually receding, but becoming actually exhausted and that in a few years without present means of supply, the price of firewood must rise enormously, unless immediate measures are taken to provide against and avert so dire a calamity.

Now, the Gatineau country affords an inexhaustible supply of this commodity, and of the very best quality. There cannot be the slightest doubt that the construction of this road would diminish the price of firewood to the citizens of Ottawa one dollar a cord. Mr. Heaney, who is an excellent authority, estimates the present consumption, exclusive of "mill wood," at 40,000 chords annually. A reduction on this quantity of one dollar a cord would be equal to an annual saving to the people of \$40,000. To effect such a saving the citizens should not hesitate to contribute handsomely. Suppose they give a quarter million of dollars bonus to this road. This would allowing eight per cent for interests, sinking fund, management, &c, be equal to a yearly rate of \$20,000. But against this annual increase of taxes there is a saving in the one article of firewood of \$40,000, or an absolute profit in the investment to the city of \$20,000 on its fuel alone. But firewood is not the only article that will be reduced in price. Hay, grain, livestock, and other farm produce will experience a like tendency. And by the development of the country, it's producing power will be increased a thousand fold.

The lumber that is no hurried past our doors to be manufactured in Quebec and other different distant localities will then be sawn where it grew, and enrich not only the inhabitants of the parent soil but the people of this city also. Furniture manufacturers and several other industries will simultaneously spring up, from all of which this city cannot fail to reap a rich reward. If the people of this city do not waken to the importance and necessity of this road, and while the time is propitious lend a willing and energetic hand to its accomplishment, they will soon regret, for the day is not far distant when they must of bare necessity have of the road built though the whole expenditure should be borne by them. It's claims on the city are paramount, and if necessary must extinguish all others of a like nature.

"Strike the iron, then, when hot," the Quebec government have given a magnificent land-grant to the Northern Colonization Road, which, though of great advantage, is a colonising agent only in name. For this liberality and appreciation of the true way of advancing the country Mr. Chauveau's government merit the best thanks of the people.

The O. and G.V.R.R. is a colonisation enterprise in every sense of the word. It traverses and taps the best unsettled agricultural country in Lower Canada. It's timber dues alone for the last 20 years - from 1850 to 1870 - have yielded about a million dollars to the revenue. Out of this enormous contribution, exclusive of other duties as incidental to the making of timber and the settlement of the country, about \$10,000 have been returned to the poor settlers in the shape of road improvements. Never was claimed to government aid better founded. And it is reasonable to expect that it will be met in the same liberal and enlightened spirit which characterised the Quebec administration in their dealings with similar enterprises, and that they will grant 10,000 acres of the unsettled lands per mile for the construction of this great provincial work.

The agitation of the subject at the present time is opportune, because the by law of the County Council of the county of Ottawa to aid the Northern Railway is still on the tapis. If that County will assist a road running along its southern frontier for a distance of about 50 miles, there can be no good reason to refuse like support to a road whose whole extent lies in the county. If the Gatineau people and their representatives in the council are true to themselves, they will see that no aid is given to the former without a like subsidy to their own project.

The Advent of the scheme must be favorably received by the St.L. and O.R.R. company. It will at once form an extension of and feeder to our oldest railway. Without it, on the completion of the "Northern" and the "Montreal and Ottawa Junction," the former would be abandoned to local traffic. Let them encourage the O. and G.V., and a new trade will soon spring up for them with the American market.

*10/11/1871 Ottawa Citizen St. Lawrence and Ottawa Sussex Street*

A train of about 30 cars arrived at the St. Lawrence and Ottawa Railway depot, this morning, laden with grain from Prescott.

*13/11/1871 Ottawa Citizen Ottawa City Passenger Chaudiere*

It took five teams to drag a flat car from the St. L. & O. Railway to the Chaudiere on Saturday last. It is needless to say the wheels did not keep on the track.

*13/11/1871 The Times, Ottawa Canada Central Renfrew*

The Renfrew Mercury says: We understand that the grading on all the sections from Sand Point to Renfrew will be almost entirely completed by the end of this week, and the contractors are consequently beginning to discharge their men; and that the bridges over the gullies are so far advanced that by the end of next week they will be ready for the rails. The track laying is already being proceeded with, some two miles of rail having been laid from Sand Point. We are also informed that by the end of this month the people of Renfrew will hear the sound of the whistle of the locomotive.

*15/11/1871 Ottawa Citizen Kingston (CN)*

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

Ottawa Citizen 15 November 1871

## Ottawa and Gatineau Valley Railroad

It's probable costs.

The Gatineau Valley is well adapted for the construction of a railroad. By the free use of curves the gradients are easier than many would believe. All the necessary material, except rails and rolling stock abound in the locality. It is surprising with all our manufacturing facilities, that this city has neither rolling mills, locomotive nor car manufactories. Some of our enterprising capitalists should make a note of this, for this city is destined to become a great railroad Center.

An iron road of 4 ft 8½ inch gauge can be built and equipped, quite adequate to the present wants and requirements of the district, from Hull to the "desert," for, in round numbers, \$18,000 a mile. This will no doubt, astonish many who have been in the habit of estimating the cost of our railways at double or triple that amount, and anxious to learn by what legerdemain such a feat can be accomplished. By following the example of a neighbours. The Americans make their roads rough and ready and imperfect, but well suited to their means and wants. The road is then left to create the trade by which it is improved and perfected, and it ultimately returns a handsome dividend on the investment. Did they wait until they had accumulated the means to build first class roads they would have no railroads at all, and the immense wealth and incalculable progress which their distribution has developed would yet remain latent and instead of stretching from ocean to ocean, the sovereignty would be contained to the Atlantic seaboard, and those tracts accessible by navigable streams.

We, on the other hand, must have smooth, level railways, with massive, expensive works, quite beyond our means or requirements. We expend as much in making one mile as would make two or three as well fitted for our business. We must have lines on which a locomotive could haul a thousand tons, though we may not have 50 to move - a folly which one would think needs to be exposed only to be abandoned. This subject is so important at the present juncture when the popular movement is so decidedly and laudibly in favour of increased railway facilities - that a notice beyond the ordinary limits of a newspaper article may be pardoned.

A theoretically perfect railway is straight in plan and level in section. Practically a railroad consists of alternating, level and inclined planes: and this inclination is technically called a grade. It is evident that in an undulating country, much of the cost of construction depends on the character of the gradients. Flatt grades obtained by reducing the natural inequalities of the Earth surface - cutting down the hills and filling up the hollows. Steep gradients skim along the surface, avoiding, when possible the summits of hills by gliding along their basis.

The economy of construction by adopting steep gradients consists of cuttings less deep, embankments less high, and proportionately less masonry. Here's a large saving in the cost and size of bridges, cuttings and culverts: and the savings in a greater degree than difference of length or height, the foundations, abutments and general dimensions being much more increased than simple ratio in larger structures, and the passage over rivers easier by keeping near the surface. The smaller cuttings and fillings require less expense in drains and culverts, and avoid costly tunnels and those treacherous strata which so much impede progress and increased costs.

The question of gradients has long occupied the attention of Engineers and Railway men. While all are agreed that a choice of routes, the one having the flattest grades is preferable, that has been diversity of opinion as to the limit of practical steepness. Both sides have been critically dispensed and ably sustained, victory in the boyhood of Railways leaning to flat, then undecided and latterly favouring steep grades and cheap construction within certain limits prescribed by the extent of the traffic. For the iron horse has been such successfully trained to ascend grades of 1 in 200, 1 in 100, 1 in 50 and as a crowning example of his prowess has surmounted an alpine summit amidst perpetual snows at the almost incredible rate of 1 in 12. The question has now resolved itself into equating the interest of the first cost with that portion of operating expenses affected by gradients (one sixth)

Of many authorities on the subject I shall quote but one Captain Galton, an eminent Civil Engineer and Secretary to the Railway Committee of the English Board of Trade made in 1856 an official tour to the United States to inspect the Railroads of that country and report to the Government. His remarks are of the greatest interest to us considering his predilections in favor of the English mode of construction. He says:

"In a new country where time is not so valuable, high speeds are not required, but a cheap and certain means of locomotion for all classes and of transporting the produce of the country to a market, is a first necessity. A railway is the best instrument for satisfying this want, any saving in the cost per mile of a railway adds to the means available for extension: and in a rapidly developing new country capital is dear. Hence a rough-and-ready cheap railway, although it entails increased cost of maintenance is preferable to a more finished and expensive line. These conditions have influenced the construction of American railways, and the system which has grown up under them is well adapted to the wants of the country.

But it is with reference to the construction of railways in our own colonies that the American system deserves especial notice. The consideration which led to the adoption of and the necessities which fostered that system, apply with equal force to railways in the colonies. It appears, therefore desirable to call attention to some of the deductions which may be drawn from the consideration of that system.

A. A railway would appear to be best road for arterial lines of communication in a new country.

B. In making railways in a new country bearing in mind the high rate of interest which money commands, the outlay for construction should be as small as possible, consistent with the safety and economy of working the ?? Devote the money to be spent extending the mileage and opening up the country, rather than to making ? work or to attaining ?? (to be continued)

15/11/1871 *Kingston Daily British Whi Kingston (CN)**Gauge Change Cars*

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

Ottawa Citizen 18 November 1871

## Ottawa &amp; Gatineau Valley Railroad

To diminish the cost of construction, we must adopt steeper grades and sharper curves than have been wont, and reduce the width of base of excavations and embankments. For the first we must utilize the material that is cheap, abundant and convenient - wood. We must have less masonry and embankments, and more wood-work for bridges and trestles. The more expensive and permanent works can be added afterwards at a very considerably diminished cost. When the road is in operation, the carriage of heavy material as stone for building is comparatively trifling. The operation of the road is saving interest on capital at least, and trade is being developed and nurtured by the embryo construction.

Our people, no doubt, would be surprised to hear of wooden and abutments for their railway bridges. Yet I have seen such on the Kansas Pacific Railroad, with a daily movement of passengers of 500, and the timber for the purpose had to be brought by rail from Chicago, over a thousand miles. If they can manage so in the infancy of their respective railways, why can we not do likewise with the material at our doors?

We are afraid in our rugged country of grades of 1 in 100. The American engineer on the western prairies - the most favorable for level lines in the world, rather than incurring the expense of an ordinary clay cutting with vertical slopes, will run his grades without hesitancy to 1 in 70 whenever he meets a little elevation, though the surface for miles on either side of the undulation is almost level. We must have rock cuttings from 22 to 30 feet wide, when 12 would be quite ample. We must have the summit of embankment at least 18 feet, when 14 is very ample. By such means - folie - we add at least, \$10,000 to the cost of a cheapest constructed Railroads. How much better might this be used in extending the road.

By making the ruling gradient when necessary 1 in 75 or 75½ feet to the mile, and curves of 10 degrees, that is no doubt but the cost of graduation and masonry would be diminished about \$10,000 a mile. Such grades and curves are now considered feasible.

The following table contains a list of a few English Railways with steep grades:

Name of Railway	Feet to the Mile
South Eastern Ramsgate Branch	60
“ “ Hastings	69
“ “ Whitstable	130
Manchester Sheffield and Lincolnshire Barnsley Branch	81 & 120
“ at Sheffield	196
Monmonthshire, 1 of 2½ miles	96
Vale of Keath [sic]	147
North Bristol	66 to 106
“ Eastern 2 miles of	102
Edinburgh and Glasgow, 1¼ miles (one grade)	126
Leeds and Halifax	120
Midland	75
St. Germaine, France	123
Baltimore and Ohio, U.S.	116
Virginia Central	296

These are a few of the many railroads both in Europe and America with steep grades.

The Central Pacific from Sacramento to Cecil station, 94 miles, ascends 5,911 feet of the 7,042 feet, the highest point attained on the Sierra Nevada being an average of 65 feet to the mile, the maximum 116 feet, of which there are 3½ miles, and the bulk of the heavy grades are 105 feet. The ruling grade on the Union Pacific is 90 feet to the mile, with two exceptions of 110 and 116 feet on the Wahsatch Range, from that to the Black Hills is 60 feet, and from that to Salt Lake 66 feet. Yet the two roads did in 1869 a freight and passenger business of nearly 15 million dollars.

In the United States the standard width of base for first class railroads is 14 feet. The following table shows the width of base in cut and fills in the state of New York.

Table omitted

To expedite the opening of Roads many of the streams and ravines might be crossed on trestles as the Americans do on the very best roads. It is by such expedient that the Pacific Railways were open so early to the astonishment of the whole world. Had these companies wanted to complete their works on our style 1879 instead of 1869 would have witnessed the first through train.

Mr. Williams, Government Director of the Union Pacific Railroad reports, in August 1868 - just one year before the opening of the road - that there were 660 miles of track laid and 372 miles to lay. And speaking of the progress of the work he says -

“In their great haste, the wooden trestle with spans of 16 feet has been almost everywhere adopted, even across large rivers. The want of stone in some cases, and of time in others have induced also the crossing of most of the smallest streams and land drains and sometimes dry valleys on temporary trestles instead of masonry culverts and drains with earth roadway. The same general plan of crossing the drainage of the country, large and small, will be followed as I understand, to Salt Lake Valley.

Again, we are great sticklers after complete ballasting of our new roads. In the prairies, they, in many instances lay the ties on the grass and throw in among them a few shovelfuls of clay, to keep them steady. This constitutes their entire ballasting.

To illustrate the saving by the mode of construction here recommended, I calculated and compared 15¼ miles of a certain railway, with approved grades of 1 in 100 and width of banks and cuts 18 and 22 feet. I availed myself only in two or three instances of grades of 1 in 70. The embankment in the former case amounted to 584,569 cubic yards and by my plan only to 257,489 cubic yards. Besides my plan avoids the rock cutting the most expensive kind of excavation:-

584,569 cubic yards at 30 cents \$175,370.70

257,489 cubic yards at 30 cents 77,246.70

Savings on earthworks alone \$98,024.00

But even this does not show the full saving, for with deep excavations at 30 cents, shallow cuttings would be more remunerative at 20 cents a cubic yard, and moreover this plan reduces the masonry to nearly one half  
To be continued (it doesn't seem to have been)

20/11/1871 *Ottawa Free Press**St. Lawrence and Ottawa**Chaudiere*

Mr. Ronaldson, roadmaster of the St. L. & O.R., commenced the ballasting of the Chaudiere branch today.

20/11/1871 *The Times, Ottawa**St. Lawrence and Ottawa*

Traffic on the St.L. & O. is unusually large at present, so much so that there is scarcely rolling stock sufficient to accommodate it.

22/11/1871 *Ottawa Citizen* *Ottawa City Passenger*

A street car ran smack into a flock of sheep crossing the Sapper's Bridge today. The circumstances offered a good opportunity for the Society for the prevention of cruelty to animals, to show its principles.

23/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Kemptville*

A car loaded with general merchandise ran off the track at Kemptville this morning. The accident was caused by the rails spreading, and was soon repaired, without any damage being done.

23/11/1871 *Ottawa Citizen* *Montreal and Ottawa*

The Montreal and Ottawa Railway.

We have received from Mr. Charles Legge, Civil Engineer, a report on the recent survey of the Montreal and Ottawa City Junction Railway, which give some detailed information as to the character of the country through which the line will pass, the nature of the difficulties to be encountered in construction, cost of construction, the means probably available, and the prospects of traffic. The country is well timbered, and in a large portion of it the growth is principally tamarac and pine, kinds of wood which are very suitable for railway ties, and valuable as merchantable articles, and the soil is principally clay and sand, well adapted for agricultural purposes. The difficulties to be overcome in the construction of the line are not of a serious nature, as the country is remarkably level, and the rivers and creeks of no importance. The grades and curves will be very light and easy, and the embankments and cutting of less dimensions than the average of such works on railways. Gravel is found in abundance along the route of the line, and, the ballast material being at hand, this part of the work can be easily and very satisfactorily performed. The fine growths of tamarac and pine will readily afford the material for tie and other purposes. The report says that "it may be mentioned as a singular fact that from one end of the line to the other, in as far as could be ascertained, not a single yard of rock excavation will be encountered in the grading." Altogether, therefore, the facilities for constructing the railway are very great, and the cost per mile will be under the average. Two points of junction with the Grand Trunk Railway are proposed, viz.: at River Rouge Station, and Coteau Landing, and the length of the line between Ottawa city and these two points would be respectively 80 miles and 73½ miles, the total cost by the former being \$1,556,755, and by the latter \$1,550,573. Assuming that that the Coteau terminus will be chosen, the cost per mile will be \$10,752, which is very considerably under the average mileage cost of railways but the facilities of construction we have mentioned fully and satisfactorily the foundation for the moderate estimated cost. The money which will probably be available for the construction of the road are the following:- i Grant from the Government of Ontario, \$198,000), at the rate of \$3,000 per mile on 66 miles, the number of miles within this Province; bonus from the city of Ottawa, \$100,000; from the Township of Russell, \$25,000; from the Township of Cambridge, \$30,000; from the Township of Roxborough, \$15,000; from the Township of Kenyon, \$40,000 1 from the township of Lochiel, \$40,000 from the township of Newton, \$12,000; and from the city of Montreal, \$200,000 being a total of \$660,000. This would leave a balance of \$870,000 to be raised on the bonds of the Company, and we apprehend that very little difficulty would be encountered in raising that amount. The estimate of cost above given is based on the assumption that the bridge structures would be of wood; but by the expenditure of an additional \$26,000 these structures could be erected of iron, which would give the road more stability and permanence at an exceedingly moderate increased cost. As to the prospect of the Report speaks very hopefully. In the first place there is the traffic from passengers. The road will traverse a country, between Ottawa City and Coteau landing, which is estimated to contain a population of 264,000, of which fully one half will be available to the Railway. But the great bulk of traffic is derivable from farm, forest and merchantable products. In the Report it is estimated that the following products are raised in the Counties traversed by the line; cereals, 6,380,066 bushels; root crop, 3,122,248 bushels; hay 141,097 tons ; butter, 3,517,558 lbs; cheese 747,145 lbs; beef and pork, 60,824 barrels. It is estimated that the Counties will give a traffic in the movement of their produce of about 116,000 tons, one half of which will be sent to Ottawa and the other to Montreal. In addition to ordinary farm products, it is reasonable to assume that a very considerable traffic will be derived from the forest. There is certain to be demand for cord wood both in Montreal and Ottawa, and as the country traversed by the line is well-wooded the two cities will for years draw upon it for their supplies. Moreover, a very great traffic must be derived from the lumber mills on the Ottawa. The manufacture of pine lumber on the Ottawa is largely increasing and with greater facilities of transportation the traffic will continue to grow. The lumber manufactured at the City of Ottawa and immediate neighbourhood, amounts to the enormous quantity of 240,000,000 feet, board measure ; of which about 190,000,000 feet are sent to the markets of the United States. (The distance to these markets by the proposed line will be shorter than by any other route, and it is fair to assume that it will receive a considerable portion of this immense traffic. Heretofore a large portion of the lumber manufacture on the Ottawa has been sent to the West Indies and South America through United States ports ; but latterly this trade has been diverted in a marked degree, and the port of Montreal is now a great port of shipment for Canadian lumber. In the year 1867 the shipments of lumber from Montreal were 728,116 feet, but in 1870 they had reached 24,998,914 feet, and the trade is still increasing. Montreal will therefore, be a great shipping port for lumber, and as the proposed line will be the shortest rail connection between the place of manufacture and the place of shipment, it must receive a liberal share of the lumber traffic. The following i an abstract of the estimated income and expenditure of the Road:- Passengers, 150,000, at an average of one dollar each, \$150,000 ; freight, 116,000 tons, at 80 cents, \$92,000; lumber, 65,000,000 feet, at \$1.26 per thousand, \$81,000; being a total of income of \$324,700. On expenditure, for traffic expenses, wear and tear, and renewals, the liberal allowance of 80 per cent, is made, or \$259,760 of the gross estimated receipts ; which leaves a balance of \$64,940 to meet the interest on bonds. These estimate are not at all extravagant, and we are, therefore, encouraged to hope that the road when constructed will be a "paying concern.."

24/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Sussex Street*

Chicken and other fowl in the neighbourhood of the St. L. & O. RR., station are casting melancholy glances at the progress of the Chaudiere Branch. The grain depot will be removed to the Chaudiere end, when that line is completed.

24/11/1871 *Ottawa Citizen* *Kingston (CN)*

Five new cars for the Canada Rolling Stock Company, Grand Trunk through line, were turned out of the Canada Engine and Machinery Works, on Saturday, (18/11) and left that city station for their destination [sic] to-day.

25/11/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The new branch of the St. L. & O. R. is nearly finished and is expected to be open for traffic on the 1st of December.

25/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Gloucester*

A man employed attending a circular saw for cutting wood at Gloucester station, St. L. & O. Railway, had his left hand frightfully lacerated by the saw yesterday.--The flesh was torn from all the fingers and the bones cut and broken in several places. He will probably lose the use of his hand

A wooden railway (a letter from Quebec)

Thinking over these matters we reached the Gosford terminus about eleven o'clock on the day in question, and there found six cars discharging their loads of firewood over three feet in length, and composed of maple and beech. There were from 500 to 600 cords piled about, and we saw some giants three feet in diameter. One peculiarity of the construction of the track was that the ties were round, being simply undressed spruce logs, 8 feet long, embedded in the earth. The rails of maple are 14 feet long by 4 inches notched into the sleepers and wedged, with iron fastenings. The gauge is four feet eight and a half inches. Our train soon gave symptoms of starting, the little compact engine (built at the Rhode Island Engine Works) sharply whistling now and then. There were six platform cars and one for passengers which for elegance or accommodation could hardly be likened to "Pullman" It was about 15 feet long and would hold say a dozen passengers comfortably.

While thus reflecting we were rattling along, and quickly passed Charlesbourg Church on our right. Here the valley of the St. Charles is as flat as a table, and we went at about fifteen miles an hour. Then we reached St. Augustin, near which is the beautiful Lake Calvert, celebrated for fine trout and perch fishing. On nearing the outskirts of Lorette we saw ahead of us an incline that it seems hardly possible to surmount. It was steep enough to have made not a bad slide for toboggans, and when a schoolboy, the writer has often been fain to content himself with one less promising. We wondered as we approached it how it would be possible for a train to travel up such a grade, but very much after the fashion of a driver touching up his horses he rushed him up hill, the engineer put on steam - puff - puff went the engine, and nobly she dragged us up the grade, the steepness of which is 230 feet to the mile. I may say here that the steepest curve has 600 feet radius. Crossing the Jacques Cartier bridge we had a glimpse of pretty scenery, that a fellow excursionist with artistic proclivities quickly availed himself of. The river is about 200 feet wide and the top of the bridge is 66 feet above the water. The trestle work is 1,250 feet long and while crossing we felt as if we were doing some "airy" travelling.

On our return we went up and down all sorts of impossible inclines in the most reckless sort of way, but by this time we were getting used to it, and as our engine now and again came to a more than ordinary serious descent we gave ourselves up in blind faith in Providence. At one or two places along the line was firewood stacked in large quantities, destined to brighten the hearth of many a denizen of Quebec.

It is presumed the railway can bring into the city some 50,000 cords yearly. The cost of building the 25 miles to Gosford was estimated at \$120,000, the annual income at \$29,000 and expenditure (including a charge of ten per cent, reserve for renewal of plant) at \$45,195.

27/11/1871 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

Five new freight cars for the Canada Rolling Stock Company left the CE&MCo's Works this morning for the GTR.

27/11/1871 *Ottawa Citizen* *St. Lawrence and Ottawa*

A special train on the St. L. & O. Railway left town yesterday with a railway deputation, which arrived in this city on Saturday from the States

28/11/1871 *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa City Passenger Railway Company have managed to get a timetable at last. The morning express leaves New Edinburgh at 8 a.m. on and after 1st December, by gun time.

02/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa*

Two hundred flat cars will be placed on the line of the St. L. & O. R.R. during the winter. Ten are now being loaded with lumber by Mr. Booth, of the Chaudiere. They are built of the best white oak, and in many respects on entirely new principles, especially for lumber carriage.

02/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

We understand that Mr. Reynolds has made arrangements for conveying the lumber from the Chaudiere on an extraordinary scale. Two hundred new flat cars will be on the line during the winter, ten of which are at the depot now loading by Mr. Booth. The cars are on a new principle, and are far superior to anything we have seen on this line. The old style of friction plates are done away with, and the car now rests on four large iron balls set in cups much larger, and placed in the position formerly occupied by the friction plates. These cars were made in Vermont of the best white oak and have all the most modern appliances. The energy displayed by the company in opening the Chaudiere trade is highly commendable.

04/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The Chaudiere branch was placed in a position for laying the rails this afternoon.

05/12/1871 *Ottawa Citizen* *Canada Central*

A brakeman employed on the Brockville and Ottawa Railway was killed yesterday. He was on top of one of the box cars after leaving Arnprior and, passing under a bridge, about a mile from that village, struck his head against the beam. He was killed instantly. An inquest was held on the body after the train arrived at Sand Point, when a verdict in accordance with the facts was rendered. He was a French Canadian from Lachine where his people reside.

06/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The opening of the Chaudiere branch for traffic will take place on Monday next. A grand demonstration among the lumber kings is whispered.

07/12/1871 *Ottawa Free Press* *St. Lawrence and Ottawa* *Chaudiere*

The new branch of the St. L. & O. R.R. is completed. The agent (Mr. Burke) will commence business on Monday. His courteous manners will, no doubt, be appreciated by the people of the Chaudiere.

07/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

The first train will run over the Chaudiere branch of the St. Lawrence and Ottawa Railway on next Saturday.

08/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

St. Lawrence and Ottawa Railway Advertisement.

The public is respectfully informed that this Company's Extension to the Chaudiere will be ready for freight traffic, on Wednesday, the 13th Dec. inst.

The Depot ground is situated on the Richmond Road at the corner of Broad Street, and opposite to Rochester's Brewery. Early notice for flat cars for lumber &c to the agent at either of the Company's stations in Ottawa is required.

Inward freight will be brought to either station, at the option of the owner. Merchants will therefore be pleased to notify shippers to consign goods either to "Sussex Street" or "Chaudiere Station" via Prescott Junction.

Early intimation will be given of the completion of arrangements for passenger business.

THOS. REYNOLDS

Managing Director

Ottawa, Dec. 8, 1871.



The Gosford Railway Bridge over the Jacques Cartier River.

The Gosford railway, the first wooden line of importance ever laid in Canada, runs from the Valley of the St. Charles at Quebec, to the township of Gosford, a distance of 26 miles, and will doubtless be further extended into the interior when its early difficulties are fully overcome. The Gosford Station is merely a depot for cord wood in the wild bush, there being but a few modern shanties and a sawmill at it. The rails are of sugar maple, and are laid on pine sleepers. The gauge is four feet eight and a half inches - the American gauge, in fact, though in the new application of the term it cannot be called a "narrow gauge" railway. The wood along the line is excellent, comprising apple and birch trees of huge dimensions, and the supply of fuel for the ancient capital from the district which the road traverses is almost inexhaustible. The bridge over the Jacques Cartier River, of which we give an illustration, is seventy-two feet high, built of wood, and though severely tried by the freshets of last spring, resisted their shocks without giving a sign of weakness. The three piers of the bridge are built on solid rock. With three trips the Company can deliver eighty cords of wood per day, which find ready sale in Quebec. It is anticipated that on the giving out of the wooden rails their place will be supplied with iron, and should sufficient funds be forthcoming the line will be carried to Lake St. John, an extension which would be of the utmost importance in the whole Province, and especially to the Capital.

09/12/1871 *Ottawa Citizen* *Canada Central* *Renfrew*

The extension of the Canada Central Railway from Sand Point to Renfrew has received a sudden check. The iron rails were laid within six miles of the village of Renfrew, when the workmen were all discharged on account of the iron required for the road being prevented from reaching its destination by the early freezing up of the St. Lawrence.

09/12/1871 *Canadian Illustrated News* *St. Lawrence and Ottawa* *White bridge*

St. L. & O. Railway Bridge across the Rideau River.

The extension to the Chaudiere of the St. Lawrence and Ottawa Railway, intended to facilitate the events lumber trade carried on at and in the immediate vicinity of the city of Ottawa, necessitated the building of another bridge across the Rideau, as well as the construction of a lateral branch from the main line, commencing some miles south of the Ottawa terminus. The works, we believe, and now all but completed, and will be immediately opened for traffic. The new bridge is constructed on the "Howe truss principle and rests on solid and substantial stone piers. It is about five hundred feet long and is intended to carry the trains on the upper chord. The Chaudiere branch crosses the Rideau River upon this bridge just below the rapids, and not far from the lock on the Rideau Canal, known as Hartwell's Lock. There is also a swing-bridge across the canal, and these are the only bridges required on the extension. Between the two bridges a small embankment is constructed to connect them.

The running of this, the only branch of the St. L. & O. Railway, will be of great advantage to the company by the increase of traffic it will bring to the road, and of still greater advantage to the Ottawa lumber interests by the vastly greater facilities it will give for reaching the American markets. No doubt the lumber trade between Ottawa and the eastern states will soon swell into much larger proportions than at present through the influence of this line, as it saves the expense of loading and unloading - an expense which adds a good deal to the cost of transporting lumber. The cars will be loaded at the Chaudierer, and, running over the line to Prescott, will thence be ferried across to Ogdensburg, whence, being constructed for the American gauge of track, they may be moved over any of the roads connecting at Ogdensburg, without once "breaking bulk," or unloading and reloading. Fortunately for this trade the St. Lawrence River, at the point of crossing, is open all the year round, so that even in the severest winters it would experience no no stoppage from the ice. The effect of this will be to give a steady a character to the lumber trade of the Ottawa.

09/12/1871 *Canadian Illustrated News* *St. Lawrence and Ottawa*

The extension to the Chaudiere of the St. Lawrence and Ottawa Railway, intended to facilitate the immense lumber trade carried on at and in the immediate vicinity of the City of Ottawa, necessitated the building of another bridge across the Rideau, as well as the construction of a lateral branch from the main line, commencing some miles south of the Ottawa terminus. There is also a swing-bridge across the canal, and these are the only bridges required on the extension. Between the two bridges a small embankment is constructed to connect them.

11/12/1871 *Ottawa Citizen* *St. Lawrence and Ottawa* *Chaudiere*

A locomotive was over the St. Lawrence and Ottawa Railway extension to the Chaudiere for the first time on Saturday last. The people of Rochesterville knew the fact by the unearthly whistling in which the engineer indulged.

11/12/1871 *Ottawa Citizen* *Canada Central* *Renfrew*

The Canada Central Railway Company have applied for Government aid to extend their line from Renfrew to Pembroke. The road is now under contract between those two places, and will probably be completed before next fall.

15/12/1871 *The Times, Ottawa* *St. Lawrence and Ottawa*

Mr. Birmingham will sell at the Union House at one o'clock on Tuesday the 19th inst. sixteen large and valuable draft horses, imported specially to work on the Chaudiere branch of the St. Lawrence and Ottawa Railway now finished. They are allowed to be the best working horses in this part of the country, having cost over \$500 a team. They are favourably known to many gentlemen, in the city, and very fine working horses, fit for contractors, farmers or lumberers. They will be on view at the Union House stables on Monday the 18th inst.

15/12/1871 *Ottawa Citizen* *Ottawa City Passenger*

About five o'clock last evening a horse attached to a train ran away on Sussex street. In its career it came across a farmer's team standing in front of a store and without the least hesitation leapt over their backs, the train coming behind him knocked the team down, slightly injuring one of the horses. After performing this feat the runaway quietly went to his stable where he was captured.

With unusual quietness and entirely without the declamation which is now so often inseparable from even questionable projects, a work of vital importance to Ottawa became a matter of practicable use on Wednesday last the 13th instant. To our minds it is a wonder that it has been so long delayed. Generally, however, after a time, the necessities of life speak for themselves, and if interests and intrigue are for the moment more powerful than policy and judgment the pressure comes eventually to extract attention and what could have been done at first easily and naturally has to be effected at a later period at an increased cost. Thus we have the double problem of money uselessly and unprofitably spent and for that which was unnecessary, side by side with the improvement which has exacted completion at an increased cost beyond what might have been entailed.

We allude to the lately constructed five miles of line which the sagacity of Mr. Reynolds has successfully urged upon the attention of the English shareholders. The branch now starting from the Chaudiere now brings the manufacturing interests of Ottawa in direct communication with the waters of the St. Lawrence at the important point of Prescott, without break of gauge and with change of gauge via the Grand Trunk at Prescott Junction there is now unbroken line to Boston, New York and Montreal.

More.  
The misfortune has long been seen that the requirements of those who then controlled the location and made the line terminate in New Edinburgh, were specious and special rather than sound and general. The real passenger station of the railway should have been to the rear of the Russell House, while the branch opened on Wednesday should in reality have been the key note of the original scheme and indeed ought to have been opened before anything else.

More  
Work began last April and is now available for traffic. Trains run over it regularly. Opened unostentatiously, its merits brought it into immediate note. The location was a matter of some difficulty for the Rideau River and the artificial water of the Canal basin had to be crossed. The former is taken by four spans of 100 feet of ordinary Howe truss on stone piers and abutments. The later by a draw of about 115 balance spans which in itself is a model of ease and grace. Few, looking upon the apparently slight structure would consider that it was marked by the strength and solidarity which distinguishes it. Of course the timber of both structures is among the cleanest and best we have ever looked upon. It would be strange if it were not so in Ottawa and Mr. Tivvy, the superintending carpenter, has selected the very best of material, which he has placed in form in the best of condition and with the best of work, to show how worthy a disciple he is of old John Tredgold. The designs are by Frederick Wise, Esq., the engineer of the line and that gentleman may have the satisfaction of knowing that he has given the city an additional ornament to its environs worthy with the landscape in which it is placed, of a drive to look at. The more onerous and trying work, that of putting the roadbed in shape has not much general interest about it, except possibly in the struggles of those who had to carry out the contracts last season, a matter of great difficulty, which was performed by Messrs. Dickson and Gilson in the most satisfactory manner.

We do not overrate in any way the importance of this connection, when we say that it will have the strongest influence upon the trade of the city, through the lumber and other manufacturing interests. So far as the railway itself is concerned, this branch will have a direct influence upon its future well doing. And as the reality is ushered to the worldly simple prosaic intelligence that the line is open to traffic, so on the other hand, it has been constructed without any bonuses.

22/12/1871 *The Times, Ottawa**St. Lawrence and Ottawa**Chaudiere*

Breakdown at the Chaudiere station of the St. Lawrence and Ottawa yesterday morning the axle of one of the cars gave way. The accident can only be the result of the severe weather. It was fortunately attended with no serious injury and could not have been guarded against by the most extreme vigilance. Also reported in the Citizen for 21 December 1871.

22/12/1871 *Ottawa Citizen**Maniwaki*

Since the publication of the notice in the Canada Gazette concerning the application to Parliament for a charter to build this road. The value of land along the Gatineau has greatly increased and large tracts have been purchased from the Government of private owners.

29/12/1871 *Ottawa Citizen**St. Lawrence and Ottawa**Sussex Street*

Shooting rats in a dark cellar at the Lower Town Railway Station was the amusement indulged in by a gentleman yesterday. His gun was an old fashioned flint lock. The doctor says there is a slight chance of saving a portion of his nose and one eye.