

Local Railway Items from Area Papers - 1873

04/01/1873 The Times, Ottawa Canada Central

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

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

Yesterday afternoon, Mr. Moses Holt proceeded with several men to the Canada Central Railway station for the purpose of seeing them on their way to the shanties. Mr. Holt had no difficulty in getting their baggage on board, but could not persuade the men to follow their traps. After some --ble, however, they were got aboard, they had not been in the cars many minutes when they began to fight among themselves, and one of them produced a knife and threatened to stab the conductor.

A melee followed, and it terminated with the posse being turned off the train and their baggage going on to Renfrew without them. Mr. Hold has to look after the men until this morning's train. It is doubtful whether he will be able to send them after their traps or not.

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

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

21/01/1873 Morning Chronicle St. Lawrence and Ottawa Prescott junction

The regular express train going south on the St. Lawrence and Ottawa Railroad last night met with an accident when a short distance from Prescott junction. Two passenger cars were thrown off the track, but fortunately none of the passengers were injured,

From the Ottawa Citizen of 19 May 1928

Central Canada Railway Was Suspicious As to the City's Intentions Re Broad Street

Willing to Sell Land, to Widen the Street, But Thought City Wanted Land to Give Bytown and Prescott Railway Access to the Chaudiere. An Illuminated Letter from President Abbott of the C.C.R.R.

Broad street wasn't always as wide as it is today. When the Canada Central Railway came into Ottawa about 1868 the council became seized of a desire to make Broad street a street worthy of the growing dignity of the city, after the acquiring of its second railway. (Bytown and Prescott Railway came in 1854.)

The city apparently tried all through 1872 to acquire land from the Canada Central Railway, of which J. J. C. Abbott (later premier) was president, but failed.

The city then planned to go to the legislature to secure an act to force the hands of the railway company.

At this juncture Mr. Abbott wrote the mayor (Jan. 23, 1873). As Mr. Abbott's letter contains a good deal of interesting information it is reproduced as part of the O.T.S. historical record.

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C.C.R.C. VIEW.

Mr. Abbott wrote from Montreal: "Sir, I understand that the corporation of the city of Ottawa have presented, or are about presenting, a petition to the legislature of Ontario for the purpose of obtaining power to acquire from the Canada Central Railway Company, the land necessary for widening Broad street. And in respect of that proceeding I am instructed to say that this company has always acted in harmony with the city corporation, and has always shown a disposition to meet its wishes. This assertion has received very recent confirmation by the conveyance to the city, at cost price, of a valuable portion of the company's station ground at Ottawa for the waterworks. And the company are prepared to follow a similar course, and entertain the same feeling with regard to the improvement of Broad street. The company have frequently stated informally, and on more than one occasion officially, that they were willing to part with the land requisite for the purpose of this improvement on the most reasonable terms as to price, that could be desired, and without excluding other conditions that might be proposed, they would be, and are willing to convey to the corporation for that purpose a like width to the present street from off their station ground, either at a price which they will name themselves, and which will be exceedingly low, or at a price to be fixed by arbitration.

A Suspicion.

"In fact, as to the cost of the required land, they undertake to say there will be no difficulty whatever between them and the corporation. But hitherto, the company has had reason to believe that those who pressed for the widening of this street had in view accommodation to the Prescott and Ottawa Railway Company, at least as much as the advantage of the city, or similar offers heretofore made by the company, would have been accepted. It appears to them that if the widening of the street alone is desired in the interest of the public, it will not be served by permitting the track of a railway to run along it, and that in reality, even if the width of the street were doubled, the accommodation to the public would not be increased, but perhaps diminished if a railway train ran along a portion of it.

Company Ready.

"As, however, the company do not believe it possible that the corporation of the city of Ottawa could lend itself to any attempt to deprive the company of its property in the interest of another railway company, on the pretence of improved street accommodation, I am now directed to repeat the proposition formerly made, to the effect that the company are prepared to facilitate, in very reasonable way, the acquisition by the city of the requisite ground for the widening of Broad street, upon such terms as to price as cannot fail to be perfectly satisfactory to the city, but subject to the condition that no railway track shall be laid down along that street.

"The company desire me further to say, that this condition is not prompted by any feeling of hostility to the Prescott and Ottawa Road. The company are themselves desirous that a street which bounds their station grounds on one side should be improved and made convenient for the public, and thereby free access can be obtained to their city frontage. They also regard it as probable that they may extend their line to some point in the neighborhood of the new bridge now being built across the gully. It is quite plain that both these objects would be impeded, if not defeated, by the running of a railway track down Broad street, as that would undoubtedly be laid alongside the company's frontage, rendering free access to it from the street, and the passage of cars with passengers across it further into the interior of the city, dangerous and inconvenient, if not practically impossible.

"And, I would remark, that the company's station ground being somewhat triangular in shape, having its longest frontage in the river, it is already shut out on one side by the waterworks canal, the ground for which the company ceded to the city for a nominal price. And that the company would regard it as especially ungracious treatment if the city corporation should now endeavor, in the interest of another railway company, still further to restrict their station ground, and to impede their only remaining access to the city."

Clipping location on The Ottawa Citizen page 2

30/01/1873 *The Times, Ottawa*

Canada Atlantic

City of Ottawa and Coteau Landing Railway

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

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

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

17/02/1873 *The Times, Ottawa*

Brockville and Ottawa

Brockville and Ottawa Railway

Notice to Lumbermen

Teams will be carried from RENFREW to OTTAWA at the following rates:

1 Team with driver and sleigh --\$5.50

1 Team with driver only --5.00

1 Horse, drover and sleigh --4.50

1 Horse with driver only --4.00

H. ABBOTT, Manager

President's Office,

Brockville. Jan. 16. 1873

24/02/1873 *The Times, Ottawa*

St. Lawrence and Ottawa

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

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

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

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

Proposed Enterprise.

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

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

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

Four street cars robbed

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

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

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

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

March 29. Remanded until next Monday.

April 1. No material evidence was deduced and the prisoner was discharged.

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

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

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

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

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

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

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

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

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

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

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

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

22/05/1873 *Kingston Daily British Whi* *Kingston (CN)* *Kingston*

The Loop Line and the City Station

Yesterday afternoon the Mayor and corporation deputation with carriages met Mr. Brydges at the G.T. depot. He was accompanied by Messrs Hannaford and Spicer, of the G. T. Coy also. Under the civic escort the railway lions were driven into the city, along Ontario street, up Union street and the line of the proposed loop track for city passenger trains pointed out. The excursion was continued out as far as the Crystal Palace, and thence back to the G. T. Depot. The advantages of the new line and the arguments in its favor were well set forth. The City Committee had not definite proposal to make, of course, having waited for an offer from the G. T. Company. Mr. Brydges, therefore, promised to state within a week the terms on which the Grand Trunk Railway will build the line. The conference then ended, and let us hope for a favorable result.

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

City Council - Communication from C. J. Brydges, Esq., Managing Director of the Grand Trunk Railway, respecting the loop line. The following is the letter of Mr Brydges

Sarnia 26th May 1873

Dear Sir, I have been considering since I had the pleasure of seeing you the other day, the question of a track through the city of Kingston, so as to enable a passenger station to be established in the city, instead of where it is now. To carry out this would increase the distance trains would have to travel between Montreal and Toronto by at least two miles, as compared with the present line.

This in fact would be even more serious, because, having to run through so many streets the speed would have to be of necessity diminished, and I think it is not all unreasonably to assume that in the event of a line being built through the city, as proposed, that it would lengthen the time occupied in the journey between Montreal and Toronto not less than half an hour.

It would require, of course, a line from the point where our present branch leaves the main line until the new line would strike it again, to be laid in a first class manner with steel rails. The distance would be not less than seven miles.

The cost of the rails and fittings for such a distance would be from \$70,000 to \$80,000. The cost of the construction work where it would leave our present branch until it again struck our main line would probably be from \$125,000 to \$130,000, and the construction of a station upon the property, which has been suggested, would require from \$30,000 to \$40,000, making it suitable for the city of Kingston.

It is quite certain, therefore, that the actual cost of operation of making this line would be not less than \$250,000 and in my judgment would be more likely to reach \$300,000, than to be done for \$250,000.

Of course the cost of such a work is entirely beyond the power of this company to undertake, coupled, as it would be with the additional distance and time involved in running the extra distance through the streets of Kingston. The extra distance, of course, means so much more railway to keep up and maintain, at an annual cost of \$600 to \$700 per mile per annum. That is the average to us of maintaining our railway. Seven miles at \$600 a mile would therefore amount to \$4,200 a year additional cost to us for working the branch railway, and in addition to this there would be the loss of half an hour in the time of every passenger train between Montreal and Toronto.

These various considerations present difficulties which render it doubtful how far it would be possible to undertake the work at all; but I am clear this company would not be justified in making the branch, and undertaking the responsibility of maintaining it, at the cost which I have named, unless the first cost is borne by the city of Kingston. Any sum of money that we might pay on account of the first cost would, of course, involve us in an annual charge for interest, and I am quite clear that the cost of maintaining the work if it were built, to say nothing of the extra distance run, would in practice reach \$5,000 a year, I could not recommend the Grand Trunk Company to spend any money in construction of the work itself.

The most that I should be prepared to do, and I foresee considerable difficulties even in this, would be to undertake to run our passenger trains through the city of Kingston in the manner you propose, provided the city will make the connection from the point where the present branch line would serve for the city line, including the rails, fittings, sleepers, ballast, and the passenger station, constructed according to plans that we may agree to, upon the price of ground which you pointed to me when I was in Kingston.

If, therefore, the city of Kingston will undertake to construct the line, lay it with steel rails from the point where it leaves our existing branch, until it strikes the main line again west of our present passenger station, I will undertake to lay the necessary steel rails from the present junction of our branch to the point where the new line would leave, using it for all through passenger trains of this company.

If this will meet the views of the authorities at Kingston I shall be prepared to enter into the necessary arrangements with the city to carry it out.

C. J. Brydges

Managing Director

Henry Cunningham, Esq.,

Mayor of Kingston

Moved by Alderman Price, seconded by Alderman Robinson, that the communication be referred to the Select Committee on the Loop Line. Carried

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

RAILROAD ACCIDENT- The Ottawa Free Press says that on Saturday evening last a boy named Edward McDonald attempted to jump upon the cars of the Canada Central near Stittsville, but missing his hold, he fell beneath the wheels, which went over his left leg, mangling it so severely that amputation was necessary. After it was performed he gradually sank and expired on Sunday afternoon. The deceased was formerly a resident of Ottawa.

Cattle Killed. - Last Monday evening when the night express train on the St. Lawrence and Ottawa was about two miles from the depot, it ran into some of the fatted cattle belonging to Mr. John Crawford, killing four of them and throwing three freight cars off the track.

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

A SPILL - a load of hay, driven by a farmer from the country. Upset on Sparks street, opposite O'Meara's clothing store much to the chagrin of the owner, who however, set about manfully to re-load his cart. The City Passenger Railway Company's track was the cause. It is really time the citizens took step to compel the company to lay their rails in such a way as not to interfere with the public traffic through the city.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Completion of the alteration of gauge.

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

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

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

TThSO leaving (both directions)

Leaving Montreal and Toronto on MWFO.

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

Dufferin Bridge dedicated by Lord Dufferin.

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

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

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

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

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

Notice having been received today from the Pullman Car company that they will for the present discontinue running their cars into Ottawa after this day, the public is informed that sofa cars will be reinstated on the train leaving Ottawa at 9.30 p.m. and on that leaving Prescott at 1.50 a.m. m due in Ottawa at 6 a.m. St. L.&O. advertisement dated November 12.

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

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

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

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

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

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

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

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

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