

Local Railway Items from Ottawa Papers - 1860-64

13/01/1860 *Perth Courier* *Brockville and Ottawa*

RAILROAD TRAFFIC

Any man who would have predicted half a dozen years ago the amount of traffic that is done at the Perth depot, would have run a fair chance of being regarded as a fit subject for the Lunatic Asylum; but facts are stubborn things, and the vast resources of this section of the country are just beginning to be understood and appreciated. The depot grounds are fast filling up with vast piles of lumber, to be moved off in the spring, and should the sleighing hold good the ground will not be large enough to contain what is estimated to arrive – say some three or four million of feet. We observed at the depot the other day a large quantity of pressed hay, which had been brought up from Montreal and Three Rivers. Bringing hay from Montreal to Perth is rather a novel item of traffic, but it just shows the effects produced by railroads on trade and commerce, and in regulating supply and demand. Large quantities of oats are also arriving daily from Lower Canada, where they are very cheap in comparison to the high prices asked by farmers here. Hay being a somewhat short crop in this section of the country, has caused a run upon oats as a substitute, and kept up the price much above the real market value : but as supplies in any quantity can now be got from the East, there need be no apprehension of a scarcity. The traffic on the road, we understand, is steadily increasing, as the trade of the country finds its way to this channel – showing a sound and healthy state of trade, which is not at likely to have any falling off, but rather a steady increase. The cash receipts for freight and passengers at the Perth depot for the next twelvemonths, it is safely estimated, will be over thirty thousand dollars – a pretty good business, by the way. Were the road but opened to Arnprior, it would be the best paying railroad in Canada. Perth is now, and we believe it will continue to be, the best paying station on the line.

01/02/1860 *The Union, Ottawa* *Ottawa and Arnprior*

For the past year and a half we have constantly agitated for action in relation to this road. On many occasions we have been subjected to abuse for our advocacy in this matter. The startling effects upon the trade of this city, through the opening of the Brockville Road, are now developing themselves and the warnings offered the public are now appreciated. The wretched mismanagement of our local affairs has thrown back our trade seriously. The outlay on the Public Buildings alone protects our city from ruin. Our merchants and our railway managers could speak feelingly, we believe, of the falling off in business. We hope some energy will now be exhibited to push this road through. The work may be commenced in three months if ordinary exertion is made.

09/02/1860 *Brockville Recorder* *Brockville and Ottawa*

In relation to Messrs. Taggart and Foster's contract for the erection of Railroad buildings at the river terminus and respecting which considerable discussion has taken place, we publish a letter from Mr. Foster which we find in last week's Monitor. Unless the new contract is bungled as others have been, there will be a decided gain to the town by a new arrangement. By the old contract the buildings would cost at least \$4000 over the sum retained by the town. The new contract will ensure their erection for the amount retained by the town, beside giving increased accommodation for engines and workshops.

Sir - In looking over your issue of the 28th inst. I noticed an article headed "Mysterious Business" in which you accuse Mr. Dana of wanting to pay Taggart and Foster \$2,700 for what they had contracted to do for \$400. As I believe it is generally held that the interests of the town have been advocated by Mr. Dana in Railway matters, I ask of you an insert of the facts connected with this matter so that the public may judge as to the truth of your assertions. A tender from Taggart and Foster for the construction of the Station Buildings at Brockville was accepted by the Railway Company. As it was not known at the time where the buildings would be located, and consequently what amount of work there would be to get a foundation, the tenders were only taken in bulk sum for the work above rail level, and any work below rail level we were to do at a schedule of prices attached to the tender. Our offer for the Engine House above the rail was \$15,000; we were afterwards asked to give a bulk sum at which we would do the work four feet below the rail, assuming that the foundation would be in earth. This we did and the sum of \$4,975 was made. At the time the offer was made the Town Council were refusing to pay any estimates of the Railway Company and the work was not proceeded with in September 1858. However, the arrangement was made under which the Town retained sufficient funds to complete the buildings according to our tender and it was agreed that they be located south of Water Street. We were then (illegible) to proceed with the work. But Mr. Dixon, instead of placing the Engine House on an earth foundation decided to place it partly on Block House Island and partly in the river. This involved the necessity of revising our tender as the position of that building would be different from what was anticipated. We finally agreed to build it as located by Mr. Dixon for \$400 over and above our original price provided that a certain amount of rock that we were to excavate if the island filled up the part of the wall that was in the river--

29/02/1860 *The Union, Ottawa* *Ottawa and Prescott*

Report on Ottawa and Prescott annual report.

09/05/1860 *The Union, Ottawa* *Ottawa and Prescott* *Sussex Street*

About four o'clock, on Monday morning, the Railroad Depot Buildings of the O. & P. R.R. Co., were discovered to be on fire by the Watchman in charge. Before adequate assistance could be obtained, the buildings and four cars, loaded with freight, were consumed. The loss is about \$15,000, of which \$5,000 will fall upon the R.R. Co., the remainder being stock of our City Merchants. C?? Patterson is now engaged in an investigation as to the origin of the fire, and we ?? insinuating incendiarism pending the investigation.

11/05/1860 *York Herald* *Ottawa and Prescott* *Ottawa, Broad Street*

Ottawa Railway Station Destroyed.

Yesterday morning about 4 o'clock, another fire occurred in Ottawa, by which the Railway Station, together with five cars of merchandize, were totally destroyed. The station was of small size and not worth much, but the contents are said to have been valuable. Mr. Hargreaves, of Hamilton, we regret to learn, has lost a large quantity of hams: and Mr. W.M. Mathieson, a barister of this city, who, intending to commence practice in Ottawa, had sent his law books forward, is also a sufferer. The fire is thought to have been the work of an incendiary. Two men employed in the erection of the new Parliament buildings have struck for higher wages, and, as the contractors resist their demands, have, it is said, threatened to burn the city. To one of their number the destruction of the depot is attributed.

12/05/1860 *The Tribune, Ottawa* *Ottawa and Prescott* *Sussex Street*

At an early hour on Monday morning the inhabitants of this city were roused from their slumbers by a cry of fire. A glance in the New Edinburgh direction discovered to us that the fire was in or about the premises of the Ottawa & Prescott Railroad Company. Proceeding to the spot we found the station buildings enveloped in flames. It was evident that any attempt to save the buildings would prove fruitless. The flames soon communicated to the cars of a freight train which was in close proximity to the station, and despite the efforts of the citizens to save them, four out of the fourteen were burnt before the train could be removed. The Station House and cars were filled with valuable merchandise, and the loss incurred in consequence is very serious. It is estimated at about \$15,000. This loss is distributed among several parties to whom the merchandise belonged. The O. & P.R.R. Co. lose about \$5,000. There was no insurance on any of the property consumed.

Here is a Brockville Recorder article on the opening that was reprinted in the Perth Courier of May 25, 1860 and establishes the opening of the tunnel for revenue traffic as being on Wednesday, May 16, 1860.

A NEW ERA.

On Thursday last, some little excitement was created in Brockville. On the previous day, the first lumber-laden cars were conducted safely through the tunnel, and left with their loads on the railroad wharf ready for shipment. This announcement may appear but a simple matter, and yet it conveys to the world a most important fact — the completion of a railroad connection between the Ottawa and the St. Lawrence. The eleven cars which passed through the tunnel on the day mentioned, are the pioneers of a trade which must eventually increase to an almost unlimited extent.

That this idea was entertained by the populace was plainly discernible on the smiling countenances of every visitor to the wharf, and this feeling, we believe, was shared in by the Brockville Artillery Company; because on Thursday their field piece was drawn from its quiet resting place to the market square in honor of the event, where it was made to open its mouth in condemnation of the old block-house which has so long crowned the pinnacle of the island in front of the town, which is now being levelled to afford wharf accommodation to scores of vessels which must ultimately arrive here to be freighted with sawn lumber from the Upper Ottawa regions. The block-house, however, was not to be easily demolished, and after firing seven shots, and sending seven balls through the massy timbers of the "ancient fortress" without doing a great deal of damage, the Artillery desisted from their ball practice, and left the block-house to be "brought low" by some speedier mode than could reasonably anticipated through the instrumentality of a nine pound ball. The firing and the crowd, however, served to turn the occasion into a sort of "little jubilee" in honor of the opening of the tunnel for lumber traffic.

On Monday evening, a little after ten o'clock, the whole heavens became illuminated, as if a city had been fired. Great consternation prevailed, and a vast running to and fro occurred, till the people had satisfied themselves as to the cause. The old Block-house was enveloped in flames, and its stout timbers which had withstood the shock of our artillery speedily fell before the devouring element. Of course, the cause of the fire is a mystery - a great mystery. There is one fact connected with it, however the island is to be levelled, and the leveling process could not be completed so long as the old Block-house reared its head on high. Less danger was to be apprehended from burning than blowing up; consequently a calm night occurred and the old Block-house was burned down.-Recorder

26/05/1860

*The Tribune, Ottawa**Ottawa and Prescott**Sussex Street*

The inquest into the late fire at the Railway Depot concluded its investigation on Saturday last, seven of the jurors returning a verdict of incendiarism, we presume, in the total absence of all proof as to the cause or origin of the fire. Our contemporary, the Citizen gives the following version of the affair, requesting us to make a note of it a la Captain Cuttle:

Incendiarism: The jury empanelled to inquire into the origin of the recent fire at the Railway Depot have come to the conclusion that the said fire was the work of an incendiary. Will the Tribune make a note of this?

Complying with all due courtesy with our contemporary's request, the only note-worthy point in this announcement is the significant suppression of the fact that five of the jurors refused, in the absence of all proof of the facts, to return a verdict not in accord with the evidence before them. It would have been more ingenuous on the part of the Citizen to have declared at once the true state of the case, as better suited to the interests of the city, even if he had committed himself to a foregone conclusion as to the cause of the fire, which it is evident he arrived at by the same delightful process of induction as the seven intelligent jurors. If it would not be too much troublesome a task our contemporary had better give the evidence on which those lights of the age founded their decision, especially as the incendiary is represented by that convenient person, Mr. Nobody.

The principal witness on the occasion was the watchman at the depot. His evidence amounted to the fact that the fire originated in the store immediately adjoining the ticket office, in which he kept watch, and had a drunken friend reposing at the time. In the said store there were some fifteen barrels of big wines leaking, and at least one barrel of camphene or burning fluid; and in making his usual rounds, the watchman had been in the store with a lantern some short time previous to the fire being discovered. It is hardly necessary to go into his statement further than to notice the fact that some five or six minutes previous to the outbreak of the fire three men came on to and passed along the platform on which the stores and offices were situated, and passed the watchmen, walking at a rapid pace. He states he followed them for some seventy yards, and on his return saw smoke issue from inside the store, his friend the drunken man being profoundly asleep all the time. A smart explosion followed and he endeavoured to save the books of the establishment, in which he was successful. As regards the three men, he says he heard their steps from the moment they put foot on the platform, a distance of fully two hundred feet where he sat at the door of the Office, and it is hardly likely they could be setting fire to the store within thirty feet of him, without hearing or being aware of their proximity.

We are perfectly alive to the loss sustained by the Railway and the public on this occasion, and sincerely sympathize with both; but it is a false poeity to jeopardize the good name of a community for the purpose of screening the mismanagement, carelessness, or misfortune of individuals, such conduct being alike injurious to private as well as public interests, affecting the credit of our business men and bringing the character of the city into contempt.

The public have no reason to be satisfied with the result of the inquest or the consequences likely to flow there from; and we trust the President of the Railway, as well as the Mayor of the city, will take such steps as will throw more light on this mysterious occurrence, in which the hand of an incendiary cannot be traced. The evidence given before the coroner furnishes groundwork for a searching investigation by parties unprejudiced by local feelings; and it is as necessary for the fair fame of the city, the character of the Railway management, and the prospects of our businessmen, that such inquiry should be neither delayed or obstructed. The city authorities should take immediate steps in the matter, as the affair is now in as unsatisfactory state as before the investigation. We repeat again that there is so far not a shadow of evidence to warrant the conclusions arrived at. Of this the Citizen may make as many notes as he pleases. At the same time we would recommend the perusal of the moral law bearing about false witness, to his consideration.

08/06/1860 *Perth Courier**Brockville and Ottawa*

THE RAILROAD AND THE LUMBER TRAFFIC.

Having occasion to visit Brockville the other day, the writer took a walk over the wharfage and station grounds of the B.&O. Railway in front of the Town. The work is progressing favorably, the tunnel is opened through, and the wharfage will very soon be completed. But looking at the extent of the wharfage accommodation in connection with the vast amount of sawed lumber that is destined to pass over the road, and which will require to be stored at Brockville, there is evidently nothing like wharfage accommodation enough. There should have been at least ten acres of storage room.— The present wharfage cannot contain one-tenth of the lumber stored at the Perth Depot, and this will be nothing in comparison to what will come down from the Ottawa when the road reaches Arnprior or Roddy's Bay. The lumber traffic has evidently been sadly miscalculated, and the impression appears to be gaining ground that the building of the tunnel was a grand mistake, as had the western route been taken, any amount of station ground could have been got. However, when the present wharfage is all completed, there will be more room and better accommodation than at present.

The work is being pushed on beyond Almonte, and every effort will be made to reach Sand Point this Fall. The business of the road is good, and we understand is paying well.

14/06/1860 *Brockville Recorder**Brockville and Ottawa*

Editorial - Debentures and Interest Money.

MAN KILLED ON THE RAILROAD

We learn from the Gleaner that a man named Luke Haly was killed on the B&O Railroad a short distance above Smith's Falls, one day last week. He was returning home from the village along the track, when a gravel train came up behind him. When first seen he was walking on the side of the track, out of danger, but as the train got within a few rods of him, he stepped on the middle of the track immediately before the locomotive. The whistle was sounded, the brakes put on, and the engine reversed, and the engineer ran out on the platform and shouted to the man, but all of no use – he was run down and horribly mutilated. – Haly was very deaf, which accounts for his not hearing the train and he had been repeatedly warned to stay off the track. No blame whatever attaches to anyone connected with the train.

04/09/1860 *Montreal Gazette* *Brockville and Ottawa* *Brockville*

Arrival of the Royal party at Brockville. (excerpt)

The Mayor and Corporation, the Warden and County Council, as also other functionaries, Fire Companies, with their engines and about 10,000 people, had consequently been waiting, and most with exemplary patience.

In front of the station, a platform covered with tapestry carpet, had been built and roofed in with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains. There were six triumphal arches, chiefly green spruce trees, in various parts of the town. It was fortunate that preparations had been mad for an illumination, for it was dark when the train arrived. Lanterns and locomotive lights were placed all around the tent and the firemen set fire to their torches, of which there were at least 300. The merchants lit up their windows and the night was almost converted into day.

26/09/1860 *The Union, Ottawa* *Union Forwarding* *Chats Falls*

We are sorry to learn that the Freight House, part of the Wharf and a few rods of the Railway, at Union village at the head of Chats Portage, were burned on Saturday the 21st inst. The fire is supposed to have originated from a spark from the funnel of the steamer Oregon as it was first discovered in the roof of the Freight house. The loss to the company will not exceed £250, as the Depot was empty; but we are sorry to say four or five horses belonging to poor people in the village, were destroyed.

01/12/1860 *The Tribune, Ottawa* *Ottawa and Prescott* *Kemptville*

As the accommodation train from Prescott was passing near Kemptville, on Thursday, a poor woman, named Allan, in attempting to pass the track, slipped and fell, and before the train could be stopped it passed over her body, completely severing it in two. A coroner's inquest will be held and full inquiry instituted.

10/01/1861 *Brockville Recorder* *Brockville and Ottawa* *Brockville*

The Terminus

At last we have the passenger cars arriving at and taking their departure from the river terminus. Brown, Row & Co., have completed their contract on the tunnel section, and only wait the payment of the percentage retained while the work was progressing. A very neat comfortable, and at the same time commodious station house and freight house has been erected at the wharf, as well as a good platform. All these indicate that steady progress has been made, and now the town possesses a railroad terminus in full working order both in front and rear.

Walk on a little way down the wharf. Here upon what used to be the "Block House Island stands the best engine house in Canada. We believe no one will dispute that assertion. It was built by Mr J. C. Foster, well known as a talented contractor. The engine house is circular in form with substantial walls, and a roof as beautiful as it is light and durable.

The building is 156 feet in circumference, and contains a turntable and ten pits for engines. From the bottom of the turntable to the top of the dome the distance is one hundred feet. The roof is supported by twenty trusses abutting into a circle in the centre of the roof, from whence also a flood of light enters to light the building, in addition to numerous windows to the walls. The dome is very ornamental, and is surmounted by a small locomotive. The roof is covered with tin protected by fire-proof paint. In preparing for the turntable and pits, about 600 yards of rock were excavated, and the whole cost is something less than \$20,000, including turntable and other fixings, about \$8,000 less than the Grand Trunk engine house, we believe. Mr Fosters foreman, Mr John Cameron, superintended the work. All in all, the company have a first rate building, and the town a most imposing ornament, for which the contractors are deserving of public thanks. Now that matters have progressed so well here, we think some little attention should be paid to the extension of the Brockville and Ottawa railroad to the rear. No doubt the position of the Grand Trunk railroad has done much to retard the sale of bonds by Mr. Watson, who has been for some time in England, but it is a pity that a good paying road such as ours is and must continue to be, should suffer in consequence of the corruptions and extravagance of the Grand Trunk. The traffic would be enormously increased if the road could only be carried to Roddy's Bay.

14/02/1861 *Brockville Recorder* *Brockville and Ottawa*

Account of annual meeting of Brockville and Ottawa Railway.

28/02/1861 *Brockville Recorder* *Brockville and Ottawa*

Report submitted to County Council of Lanark.

During the year the Tunnel and Wharfage at Brockville has been completed, and permanent track and sidings put down but not fully ballasted.

The ballasting of the track has also been proceeded with, and with the exception of a few miles near Brockville and Almonte it is sufficiently ballasted for the present.

The side track leading to the Rideau Canal at Smiths Falls has been taken up and removed from the premises of the parties across whose land it passed.

One and one half acres additional ground room has been provided at Perth for alumber yard; the former one not having afforded sufficient accommodation. About 475 tons of Railway Iron have been delivered on the Company's wharf at Brockville.

The masonry for the Almonte bridge has been built up to a height considerably above high water mark and in such a position that the work can be proceeded with at any stage of the water.

The terminal buildings at Brockville comprising one Station House, one Engine House one freight House and two Work Sheds have been erected and completed with the exception of the Engine House which requires (illegible) painting.

The Engine House is provided with pits for the accommodation of the engines and sufficient room for (illegible). There is (illegible) water tank. (Illegible)

I would beg leave to state that from the want of a sufficient number of engines, our repairs of Roling Stock costs more thanit otherwise would, from the fact that we are unable to give the Engines a thorough overhauling when required.

I consider it totally necessary that at least one should be put upon the Road the present year in order to enable us to do the business that offers.

The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

01/03/1861 *Ottawa Citizen* *Canada Central*

Canada Central Railway bill - much discussion.

02/03/1861 The Tribune, Ottawa Canada Central

Account of meeting in Ottawa concerning the Central Canada Railway.

25/05/1861 The Tribune, Ottawa Canada Central

The act to incorporate the Canada Central Railway has passed both houses and as far as Parliament can do it 4,000,000 acres are set apart to help build it. More.

11/06/1861 Ottawa Citizen Ottawa and Prescott

The new arrangement which started yesterday affords speedy traveling between this city and Montreal. Passengers leave Ottawa at 7 a.m. and arrive in Montreal at 2 p.m. thus making the run through in seven hours, and affording the Quebec passengers the opportunity to transact business in Montreal. From Montreal to Ottawa the run is made in eight hours - leaving Montreal at 8.30 a.m. and arriving in Ottawa at 4.30 p.m.

10/10/1861 The Union, Ottawa Tramway Currier & Co. saw mill

At the Rideau Falls--

A railway along the river front for two thousand feet, carries the lumber after it is sawn, and there are half a dozen railways branching towards the river, where slides carry it to the vessels at the wharves--

20/02/1862 Brockville Recorder Brockville and Ottawa

Much illegible. Gives results for 1861 (Passenger and freight carried, financial).

28/02/1862 Perth Courier Brockville and Ottawa

SNOW STORM.

On Monday morning last a heavy snow storm set in, accompanied by a stiff gale from the North West which increased during the day to a regular hurricane. The falling snow was driven before the wind in dense clouds, rendering out-door travel or labor next to impossible. It was a fearful day to be out-doors. The train of the B&O Railway from Brockville, due in the evening, did not arrive until Wednesday evening owing to the track being drifted up with the snow. The Grand Trunk track must be completely blocked, and it will probably be several days before the trains can run regular again. The country roads must be badly drifted up.

08/03/1862 Ottawa Citizen Ottawa and Prescott

One of the locomotives on the train from this city on Wednesday last broke one of the cylinder heads near Gloucester and the second locomotive was thrown (?) from the track near Kemptville. A third locomotive was procured from Prescott, which took the train and the passengers on to that place. Owing to this accident there was no ? to the city yesterday. The damage to the locomotives is very slight and the trains will resume their regular trips today.

20/03/1862 Brockville Recorder Brockville and Ottawa

Of late snow has been in the ascendant. A fortnight ago, the railroad tracks and country roads were overwhelmed with winter's fleecy covering. Men and railroad cars were pent up. There was no moving about, and trade came to a standstill.

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Scarcely have we got out of one "drift" till another comes into view, softer it may be but none the less towering. --

Fortunately the snow plough was kept going, and the trains made pretty good time although the Brockville and Ottawa cars stuck fast in a drift on Monday about two miles from town, when the passengers had to make their own way into town on foot. We do hope the snow season is now at an end.

21/03/1862 Perth Courier Brockville and Ottawa

ANOTHER SNOW STORM

On Sunday last, this section of the country was again visited with a sever snow storm, accompanied with a high wind, and the roads were again blocked up with snow the drifts, rendering travel difficult, and in some places impossible. The cars of the B&O Railway, due from Brockville on Monday evening, did not arrive here until Tuesday forenoon. The weather has again set in fine, and it now looks something like spring. We have probably seen the last severe snow storm for the season.

27/03/1862 Brockville Recorder Brockville and Ottawa

Account of Railroad Meeting at North Elmsley.

19/04/1862 Ottawa Citizen Ottawa and Prescott Rideau River bridge

On Wednesday the water began suddenly to rise and the ice, being double the ordinary thickness at this period and more than usually flinty from the absence of any thaw.--

Two or three bridges above the railway were early carried away. So great was the rise of the water several times during the day that the ice, which had accumulated in immense masses above the railway bridge was shoved up far from the shore and some small houses and fences were demolished. The three solid stone piers in the channel were much damaged. A quantity of the masonry was swept away and the intermediate wooden piers were greatly injured. It was deemed best not to trust the train on the bridge on its arrival. Passengers crossed the Rideau on foot and the baggage and mails were carried across on small cars. The road bridge at New Edinburgh was at one time in great danger, and is considerably damaged; but unless an unexpected rise in the river takes place or some of the dams on the canal give way, which would endanger the railway bridge, all danger for the road bridge is passed.

The streams between here and Prescott have risen to an unusual height and the railway track is in many places inundated. Owing to this and some slight damage which has occurred on the Nation river bridge near Spencerville, no train will pass the railway tomorrow, but it is expected business will be resumed on Saturday.

26/04/1862 The Union, Ottawa Ottawa and Prescott

A regular train passed over the Ottawa and Prescott road yesterday, and Montreal mails of the previous day reached this city.--

26/04/1862 Ottawa Citizen Ottawa and Prescott

A portion of the railway is still flooded but the water is gradually lowering and it is expected by the first of the ensuing week trains will commence running regularly.

05/08/1862 The Union, Ottawa Ottawa and Prescott Sussex Street

On yesterday forenoon, shortly after the arrival of the cars, a little boy about eight years of age, the son of a laboring man of the name of Neil, who has lately arrived in Canada from England, was killed at the railway station. It appears that the little fellow was holding on by the window on the outside of one of the passenger cars, when the train began to move and in attempting to slip on to the platform fell down between it and the cars. The space between the platform and the cars was only about ten inches. He was twirled along for about fourteen feet, and when the cars were stopped he was so badly caught between them and the platform that it was with some difficulty that he was extricated. He was immediately conveyed to the house of his parents a short distance from the station, where after a few moments he expired. This is the second child that has been killed at the railway station within the last few weeks. Surely some provision ought to be made to keep such young children of the platform of the station (sic), and from hanging about the cars. If something is not done this time it is hard to say how many deaths may take place,

The formal opening of the Ogdensburgh, Rome and Watertown Railway, which gives Ottawa a shorter and more direct communication with New York, was taken advantage of by a large number of the most distinguished citizens of New York, Albany and the other places of note on the line of the New York Central Railway, to pay a visit to Ottawa. Their intention having become known a few days ago, a large number of our citizens determined on giving them a cordial reception as well to mark the friendly feeling entertained by us towards the American people -- Accordingly, yesterday morning on the arrival of the morning train, a long string of carriages were at the depot ready to receive our visitors -- Then follows an account of a banquet and speeches.

Mr. Bell-- We turned the first sod on the 2nd of September 1852. On 29th December we brought the first engine through and formed our first train, and we have continued on the even tenor of our way - not altogether noiseless, it is true - from that day to this (Applause) It was a strange sound to hear the steam whistle, but I believe there was not a single person in the city, although the sound was unharmonious, that was not as pleased to hear it as I was. More.

26/08/1862 *The Union, Ottawa* *Ottawa and Prescott*

Railroad excursion to Ottawa - Conductor White in charge --

11/10/1862 *Ottawa Citizen* *Ottawa and Prescott* *Sussex Street*

Account of the arrival of the Governor General in Ottawa by O&P.

27/11/1862 *The Union, Ottawa* *Ottawa and Prescott* *Prescott*

The third rail alongside the old track of the O & P Railway, and which is intended to connect the Grand Trunk with the river, is now laid down from the Junction to the river; and by 1st of May next it is intended to have a wharf finished 400 by 100 feet running from the present wharf towards Capt. Farlingen's property. On this will be erected a freight shed 200 by 40 feet -- Prescott Messenger.

02/12/1862 *The Union, Ottawa* *Union Forwarding* *Chats Falls*

Short reference to tramway from Pontiac to Union Village.

02/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Ottawa & Prescott Railway
An Extraordinary proceeding - article.

09/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Account of Uproarious meeting of Ottawa and Prescott shareholders.

16/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Account of the proceedings on the railway of the 8th instant.

16/05/1863 *Ottawa Citizen* *Ottawa and Prescott*

Full account of mob taking possession of the company's offices during shareholders meeting. Locomotives and cars all removed to Prescott where they will all be looked after.

19/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

On Saturday renewed efforts were made to bring parties to some agreement whereby further danger to the public peace would be averted. There was considerable anxiety manifested to get rid of the expense of the Volunteer Guard. Details of documents passing between the company and the mayor. Detailed account of the investigation into the matter.

21/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Continuation of the railway investigation, witnesses etc.

23/05/1863 *Ottawa Citizen* *Ottawa and Prescott*

Trains started running again on Monday. One in each direction. Tuesday there were two trains from Prescott and one from Ottawa. Since then they have been running as usual - two daily each way.

23/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Continuation of the railway investigation, witnesses etc.

26/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Continuation of the railway investigation, witnesses etc.

30/05/1863 *Ottawa Citizen* *Ottawa and Prescott*

The investigation against the Railway rioters terminated last evening. All the parties were discharged except Charles Goodwin, William Goodwin, Michael Curry, Patrick Coughlan and John Myers, and they were sent for trial at the assizes. Edward McGillivray, P.P. Harris, Dr. Hunter, Edward Sherwood, Francis Clemow, John McKinnon and John McDonnell may congratulate themselves on their extraordinary escape from being indicted, but will have to pay the penalty for their temerity in another shape.

Launch at Ogdensburg - Railway Connections between Boston and the West.

There was launched at Ogdensburg, N. Y. , on the 27th ult. , a steamer named the St. Lawrence, of 125 feet length, 31 breadth, furnished with two propellers, worked by engines of sixty horse power, and destined to form the connecting link across the St. Lawrence River between the Northern (Ogdensburg) Railroad, and the Grand Trunk Railway at Prescott, Canada, by which freight from Chicago and the West can be shipped directly through to Boston, and landed at tide water without handling or cartage. Upon the main deck of this boat are to be laid tracks, so that six cars of the broad gauge pattern used on the Grand Trunk can be taken across the river and placed beside the narrow gauge cars used on the route from Ogdensburg to Boston, and the freight transferred from the one the other, according to its destination. During the past year the rails of the Grand Trunk have been extended through the town of Prescott to the bank of the river, where a commodious freight house has been built. The boat has a portion of her machinery on board, and it is expected will be completed and ready for operation by the last of June. She is to be iron clad sufficiently to protect her from the ice in the winter. She is built and owned in common by the Grand Trunk, and the line of roads between Ogdensburg and Boston, and will cost not far from \$30,000.

A large number of Bostonians were present, among whom were General George Stark, General Manager of the line between Boston and Ogdensburg ; Hon. Onslow Stearns, of the Northern road; Hon. J. Gregory Smith, General Manager of the Vermont Central; George V. Hoyle, Esq., Superintendent of the Ogdensburg; and John D. Hatch, Esq., of the Vermont Central. The Boston Journal says :

We learn that the several roads composing the line between Boston and Ogdensburg are perfecting arrangements which will enable them to give Boston a very much larger share of the Western traffic than it has heretofore enjoyed, and to secure which the merchants of Boston invested money by millions in the upper roads composing this line. When these negotiations are completed these roads will be, so far as the transmission of freight is concerned, consolidated, and will be prepared to send freight through with promptness and dispatch, and at rates which ought to secure for the line a fair business. There are running in connection with the cars a line of fifteen propellers between Ogdensburg and Chicago and Milwaukee, giving a boat daily between those places.

Two obstacles which have heretofore existed to the bringing of Western freight in large quantities, and at cheap rates over this route, have been the failure to connect the cars directly with tide water, and the want of proper storage room. There is a good prospect that the first named obstacle will be speedily removed. The roads are now in negotiation with the parties who control the Grand Junction road for the use of that road, so that their cars laden with Western produce will pass over it directly on to the wharves and piers in East Boston, and discharge their contents into vessels or warehouses, saving thereby all expenses of carting and a large percentage of the cost of loading.

The Legislature of 1861 gave Ammi C. Lombard, Esq., proprietor of the well-known "Lombard's wharves," in East Boston, authority to connect his wharves and warehouses by rail with the Eastern and Grand Junction roads. This has been done, so that extensive and commodious property is brought in direct connection by rail with the Eastern, Fitchburg, Maine and Lowell roads and through them with Ogdensburg and the West. At these wharves there is accommodation for twelve large ships to load or discharge at once, and they are lined with substantial brick warehouses, of a storage capacity of from 100,000 to 150,000 barrels bulk. The tracks for the cars are laid between the warehouses and the docks and freight can be discharged direct into either as may be desired. Goods received on storage can also be discharged direct from the into vessels or into the cars.

30/07/1863 *The Union, Ottawa* *Ottawa and Prescott*

Account of the meeting of the shareholders of the Ottawa and Prescott Railway to elect directors.

31/07/1863 *Ottawa Citizen* *Ottawa and Prescott*

Report of the general meeting of the shareholders of the Ottawa and Prescott Railway..

A drop in traffic last year was as a result of a stoppage in the work on the parliament (stone from Ohio).

Settlement with Ebbw Vale.

An arrangement has been concluded with the Grand Trunk Railway for a communication between the junction at Prescott and the St. Lawrence River, over our track. On our part it is agreed to receive goods and passengers for them and move them in their cars between the Wharf and the Junction, and also to build an addition to the wharf at Prescott to afford the needful accommodation for the business. On their part they agreed to advance \$7,000 to construct the new works and to pay to this company thirty-five cents per ton on their goods so received and moved and also a fair allowance on passenger traffic. The arrangement will afford this company a fair profit on the work done, and at the same time an advantage to them and to Prescott.

More

Robert Bell.

01/08/1863 *American Railroad Journal* Ottawa and Prescott

Prescott

Railroad Connections with West.

We understand that the negotiations which have been for sometime in progress to effect a practical consolidation of the five lines of Railroad, viz: The Lowell, Concord, Northern, Vermont Central and Ogdensburg, with the East Boston Freight Railroad and thus with tide water at East Boston, was consummated on the first of the present month and the line is now in practical operation. The steamer St. Lawrence which was launched at Ogdensburg some weeks since, commenced her trips between Ogdensburg and Prescott on the 29th of June, thus connecting the lines of road specified above with the Grand Trunk railway and transporting freight cars and passengers. At the same time an express passenger train was put upon the line leaving Boston at 6 A. M., arriving at Ogdensburg the same evening, and going through to Chicago in 49 hours.

The roads forming this line are making every effort by providing the best accommodations at low fares, to increase the business connections of Boston with the West. Nearly every day since the arrangements were completed, quantities of flour, oats and other merchandise have arrived at Lombard's wharves, and been discharged direct from the cars into warehouses, thus saving the expense of teaming, extra handling &c. We believe that this consolidated line is to have important bearing upon the business interests of Boston, particularly if our merchants by the establishment of lines of steamers and packets to Europe will furnish an outlet for the flour, grain and other produce which will find its way here. Boston Journal.

19/12/1863 *The Union, Ottawa* *Brockville and Ottawa*

Arrangements are, being fast perfected, so that in the ensuing spring work will be commenced on the road. Messrs. Bolchow and Vaughan have subscribed for the whole amount of the preferential extension bonds. Two thirds of the creditors have already agreed and signed a document to the effect that they will take bonds for the amount of their claims against the company.--

The company have advertised for a large quantity of wood, ties and rails and have received a number of tenders. They would lie unopened yesterday in Brockville.

It is fully expected that the road will be in running order to Arnprior by next September, when, without doubt a very large increase in traffic may be calculated upon.

More - Perth Standard.

Comment upon the necessity to build from Ottawa to Arnprior.

15/01/1864 Ottawa Citizen Ottawa and Prescott

Prescott 25 November 1863. Ottawa and Prescott advertising a through mixed train and a way mixed train in each direction.

26/02/1864 Ottawa Citizen Ottawa and Prescott

Prescott January 26 1864. Commencing 1 February 1864. One passenger train in each direction daily.

11/03/1864 Ottawa Citizen Ottawa and Prescott Osgoode

Yesterday afternoon a very melancholy accident occurred on the Ottawa and Prescott Railway. As the train was slowly leaving Osgoode station, Mr. Max Spotswood, the road master, attempted to get on it. While in the act, however, his foot slipped and, sad to relate, he fell between the cars and the platform, and was so crushed that he expired in about five minutes. The deceased was about 35 years of age and had been employed on the road, except for a brief period, from the time of construction till the moment of his death, he having assisted in the laying of the rails from Prescott to Ottawa. He was a quiet, unobtrusive, intelligent, steady, hard-working man and was highly esteemed by all of the officials and employees of the road. The remains were removed to Kemptville, where an inquest was to be held last evening. The deceased leaves a wife and two children to mourn his premature end.

25/03/1864 Ottawa Citizen Ottawa and Prescott Prescott

Prescott Telegraph - The Grand Trunk Railway have a number of men employed building a new dock several hundred feet in length, near the terminus of the Ottawa and Prescott Railroad at Prescott - they intend to erect upon it an immense store house capacity for sixty thousand barrels of flour. The want of such storage accommodation at this point has been much felt a considerable period.

08/04/1864 Ottawa Citizen Ottawa and Prescott

Prescott March 23 1864. Commencing April 4 two trains daily each way. A through mixed train and a way mixed train.

15/04/1864 Ottawa Citizen Ottawa and Prescott Prescott

The number of passengers carried by the Grand Trunk Railway branch train connecting with the Ogdensburgh Road for the week ending April the 9th was 411. The ferry boat "St. Lawrence" carried over during the week about 100 cars including 15 carloads of livestock. This, remarks the Prescott Telegraph, will afford some idea of the large and still increasing traffic between the two railroads at this point.

20/05/1864 Ottawa Citizen Ottawa and Prescott

Ottawa City Council. Moved by Ald. Scott, seconded by Ald. Cunningham, that the bill entitled "an act for the relief of the Ottawa and Prescott Railway and for the ensuring of the efficient working of the Railway and for other purposes", together with the communications from the Hon. James Skead, be referred to a special committee composed of Ald. Friel, Eagleson, Preston, Cunningham and the mover, to report (with a draft petition if they consider it necessary) to this council at the next meeting, either special or otherwise; and in the meantime, that His Worship the Mayor communicate with the City Member asking him to use his influence to delay the passing of that bill till this Council shall have had an opportunity of expressing an opinion thereon.

26/05/1864 The Union, Ottawa Ottawa and Prescott

Text of petition of Prescott Corporation against the Railway Bill.

Extract from an account of a trip from Montreal to Ottawa from the Montreal True Witness of May 9.

We left the Bonaventure Street Depot at 6.30 p.m. on the 19th ultimo, and were whirled along at railroad speed towards our destination. The night was clear, the air fresh and bracing, and the moon rose in an unclouded sky. Onward we sped and soon the shrill whistle of the locomotive gave warning that we were approaching the first stopping place, and anon the granite cliffs of Pointe Clair appear on the left glittering in the moonlight. Halt! cries the engineer and the snorting horse comes to a stand. We discharge and take on and off we go again, and soon the waters of the Ottawa are heard rumbling at St. Anns and, the lines of Moore, written more than half a century ago, recur to our memory, when struck by the beauty of the surrounding scenery, and fired by the genius of the poetic fancy, he burst forth in the following stanzas:-

Faintly as tells the evening chime

Our voices keep tune, and our ears keep time

Soon as the woods on shore look dim

We'll sing at St. Anns our parting hymn;

Row, brothers, row, the stream runs fast,

The rapids are near and the daylight's past.

St. Ann's rendered famous by the poetry of Moore, may thy picturesque solitude be undisturbed by the innovations of man, save in the pursuit of all that is lovely in nature.

Isle Perrot was traversed and another branch of the Ottawa, and the elm trees of the pic-nic grove at Vaudreuil are seen in their leafy majesty, throwing their dark shadows on the crystal water and courting in their very nakedness the half stifled denizens of the crowded city to seek beneath their lofty branches free respiration and repose. Well we do remember, not one year ago, having attended a pic-nic on these favoured grounds, given under the auspices of the St.

Patrick's Society of this city, and conducted with all the success and decorum characteristic of the efforts of the Association. We sincerely hope the St. Patrick's Society will, during the coming summer, give the citizens of Montreal the opportunity of again spending a few happy hours beneath the shady elms of Vaudreuil, on the banks of the Ottawa and we are confident that the gentlemanly proprietor (Mr. Harwood M.P.) will be all too happy to place the grounds at the disposal of the Society.

But, reader, we are digressing, you will pardon us, we hope, and bearing in mind that memory brings back many a happy feeling, accompany us a little further. Coteau Landing, west of Coteau, famous for the rapids and dilapidated forts and other places of minor importance, were passed in rapid succession and at last we reached "Cornwall, fifteen minutes for refreshments" cried the conductor; amen we said and into the railway restaurant we popped, fully determined to make the most of the time allotted. There, sure enough, was a sight sufficient to gladden the hearts of hungry travellers, two tables the length of the room covered with a profusion of beef steaks, chops, sausages and other kindred strengtheners of the human system, made us for a time, forget the ethereal ecstasies of spiritual meditation, and fortify the inner man.

All aboard and off we go, following the escorting steed that leaves a trail of fire behind him until we reach Prescott Junction. There, we had to wait a full hour for the passengers by the boat from Ogdensburgh who were going west. It being past midnight, we grumbled at the delay, but it was of no use, we must either wait or walk one mile to Prescott, where we were to remain over night for the morning train to Ottawa.

St. Lawrence Hall and Campbell's Hotel &c. &c. greeted our ears on our arrival at Prescott, and ere we had time to reflect, the liveried messengers of the first named house seized our luggage and bore us all off in triumph but had we known our old acquaintance Campbell of Ottawa, had removed to Prescott, we certainly would have chosen his hospitality.

The trip from Prescott to Ottawa (54 miles) is through a country of unprepossessing appearance. Although there are several stopping places, with the exception of Kemptville, there is no place (visible) of any note; there are, I believe, several thriving villages back from the stations. On nearing Ottawa, the country assumes a more fertile appearance, and from the back platform of the cars we can see, on Barrick Hill, the massive proportions of the Parliament Buildings with their gothic towers, not completed, and surmounted with many flags fluttering in the breeze. For a moment, friend W. and myself are puzzled to know the cause of this unusual display of the colours of the rainbow, but only for a moment; for we remember that the veteran Colonel, the Premier of Canada, has preceded us on a visit to the future capital to inspect the buildings and push on the works as rapidly as possible, in order that the collective wisdom of the Province may at an early day have a permanent habitation and a home, and these signs of joy are hoisted by loyal citizens on his arrival to manifest their confidence in the purpose. The party stays at the Russell House. More.

Bruin

07/06/1864 *Ottawa Citizen*

Kingston (CN)

Kingston

A boy, about 14 years of age, the son of an Englishman, recently come to Kingston, was yesterday afternoon fishing by the Railway track, just above the Drawbridge, which had been opened to let a vessel through and not closed immediately afterwards as it should have been. Just at that time, the boy saw a train coming to town, and fearing and dreading the consequences, with a presence of mind and thoughtfulness beyond his years, ran up the bank and by shouting and gestures managed to catch the eye of the driver just in time, for by putting on the breaks, the train was providentially stopped very near the opened drawbridge. This happened between twelve and one o'clock. The boy, whose name is George Geary, deserves some notice at the hands of the company. Whig.

16/06/1864 *The Union, Ottawa*

Ottawa and Prescott

The Citizen of Friday last announces in double leaded type, that the officials of the Ottawa and Prescott Railway Company have received orders for closing the road within a fortnight, on account of the Ottawa and Prescott municipalities opposition to the bill now before Parliament. We question if a more flagrant attempt to bully a bill through Parliament has ever been witnessed in this or any other free country.

16/06/1864 *The Union, Ottawa*

Brockville and Ottawa

We direct attention to the advertisement of the Brockville and Ottawa Railway Company in another column. The arrangements of the line are now completed so as to connect with the eastern and western trains of the Grand Trunk Railway and the river steamers.--more. - Quebec Daily News.

28/06/1864 *The Union, Ottawa*

Ottawa and Prescott

On 24th instant the petition of the City Corporation to the Legislature in relation to the Ottawa & Prescott Railway Bill, was presented to the House of Assembly. The Railway Bill has been thrown out in Committee of the Whole. It met with the fate it deserved.

22/07/1864 *Ottawa Citizen*

Ottawa and Prescott

Commencing Monday 16th May, 1864. One mail train and one accommodation train in each direction daily.

26/08/1864 *The Union, Ottawa*

Ottawa and Prescott

Billings Bridge

The mail train from this city yesterday morning was detained some hours in consequence of having run over a cow, in the vicinity of Billings Bridge. The animal suddenly rushed on to the track affording the engine driver no chance to avoid the accident. The tender was thrown off the track and the cow killed - that was the amount of the damage done.

03/10/1864 *The Union, Ottawa*

Ottawa and Prescott

It is said the Mayor of the city has been served with a Notice in Chancery to the effect that the Ebwvale (sic) Company, who hold a mortgage on the Ottawa and Prescott Railway, are proceeding to procure its foreclosure.

If this foreclosure is effected this city will lose a debt of probably \$400,000 inclusive of interest. More.

04/10/1864 The Union, Ottawa Brockville and Ottawa

Brockville and Ottawa Railway - This company informs the people of the Upper Ottawa that they will be in a position to convey passengers and freight on or about the 1st of November. Opposition will then commence between three rival lines - the cars with the Union Forwarding Company to Arnprior, and the Gould line from Arnprior up. From that wharf it is said a steamer will be built to connect with their own line via Pembroke.

04/10/1864 Ottawa Citizen Ottawa and Prescott

Full report of the debate in the House of Assembly of the Ottawa and Prescott Railway bill.

06/10/1864 Brockville Recorder Brockville and Ottawa

I have searched the sherriff's office, and find that a warrant is in the hands of the sherriff directing him tonmake from the township of Elizbethtown the sum of two thousand eight hundred and eighty-eight dollars on account of interest due on debentures issued to aid the Brockville and Ottawa Railway Company and I am informed and believe that the Clerk of the Corporatin of Elizabethtown is now striking the rate to be levied on the Twnship. I think that the Company would see the injustice of alwing a tax to be levied to pay this sum. In allowing it they are breaking faith with the corporation which aided them in building their Railway.

More.

08/10/1864 The Union, Ottawa Ottawa and Prescott

Letter received by the Mayor from the Grand Trunk regarding the Ottawa and Prescott.

- the bridges and permanent way of the Ottawa and Prescott Railway are greatly out of repair - unless understanding is come to that will secure repairs the destruction of the a large part of the rolling stock this season must be the result.
- Grand Trunk holds a Chattell Mortgage upon the rolling stock.
- unless some arrangement can be arrived at to put it in a safe and proper state the Grand Trunk will, for their own protection, take possession of the rolling stock now used on the Ottawa and Prescott Railway and remove it from the Ottawa and Prescott Railway.
- will act as above after waiting a week.

By reason of the law proceedings now in progress against the Ottawa and Prescott Railway - which proceedings result from the defeat of the Bill for the relief of the Company, brought forward by Mr. Bell at the last session of Parliament - the effects we regret to say, may be important. We feel it due to the public to place before them the following correspondence, a portion of which has already appeared in print.

No. I

Ottawa and Prescott Railway Office

October 4, 1864

To the Mayor of Ottawa

Sir - I beg to inclose herewith copy of a letter received by the last mail from the Solicitor of the Grand Trunk Railway Company, as I deem it my duty to inform you of the proceedings therein explained.

I have the honor to be, Sir, your obedient servant

Robert Bell, President

No II

Grand Trunk Railway of Canada

Solicitor's Office Belleville

October 3 rd, 1864

Sir - The Grand Trunk Railway Company of Canada as one of the mortgagees of the Ottawa and Prescott Railway, has been served with papers in the Suit heretofore instituted by the holders of the first Mortgage Bonds of the Ottawa and Prescott Railway Company, against the Corporation of Ottawa, the Corporation of Prescott and the Ottawa and Prescott Railway Company.

From the papers it appears that the idea of an amicable agreement between the parties involved is at an end, and the intention now is to fight it out, taking the results whatever they may be.

It is also known to the Grand Trunk Railway Company that the bridges and permanent way of the Ottawa and Prescott Railway are greatly out of repair, and that, therefore, unless such an understanding is at once come to between the parties interested in the above suit as will secure extensive repairs to the Ottawa and Prescott Railway immediately, the destruction of the rolling stock, or a large part of it, this season, must be the result.

The Grand Trunk Railway Company, you are aware, holds a Chattel Mortgage upon this Rolling Stock, for a sum now amounting to about forty or fifty thousand pounds, which Mortgage is, in fact, their entire security for the large amount advanced to the Ottawa and Prescott Railway Company under the "Aid Act".

Looking, therefore, to their own interests, the Grand Trunk Railway Company cannot, while litigation of the character indicated in the papers served is going on, and the Ottawa and Prescott Railway is in its present state, and without prospect of its being paid, consent to allow this Rolling Stock held by them under their Mortgage to be run any longer.

I am, therefore, directed to inform you that unless the parties to the said suit come to some immediate arrangement by which funds will be procured to put the Ottawa and Prescott Railway in a safe and proper state, and by which. Also the present litigation will be discontinued, the Grand Trunk Railway Company will, for their own protection, take possession of the Rolling Stock now used on the Ottawa and Prescott Railway and remove it from the Ottawa and Prescott Railway.

I will ? one week from the date of this letter, and ? in the meantime. Some arrangement instead, I shall, on behalf of the Grand Trunk Railway Company, act as intimated above.

I have the honor to be your obedient servant.

John Bell, Solicitor G.T.R. Co. of Canada

No III

Ottawa and Prescott Railway Office

Oct 5th 1864

M.K. Dickinson Esq.

Dear Sir

I am notified by the Sherriff that he will, this day, seize the Rolling Stock of the Ottawa and Prescott Railway Company, and will retain it here and prevent its being used by the Company unless security be given that the property will be forthcoming on the day of sale.

I beg to ask of you, as Mayor of the City, if you will be pleased to enter into bonds as such security.

Yours etc

R. Bell, President.

No IV

Mayor's Office, City Hall, Ottawa, Oct. 6, 1864

Robt. Bell Esq, Pres't of the Ottawa & Prescott Railway Co.

Dear Sir, - I beg to acknowledge receipt, last evening, of your favor under date of the 4th inst., containing the notification that your Company had been advised by the Sherriff that he should immediately seize the Rolling Stock of the Ottawa and Prescott Railway Company, and requesting the writer, as Mayor, to enter into bonds that the property so to be seized shall be forthcoming on the day of sale.

In reply I have the honor to inform the Company that I am advised that no such authority is vested in the Mayor of this Municipality, consequently I regret that it is out of my power to comply with your request.

I remain, yours respectfully

M.K. Dickinson, Mayor

No. V

Ottawa and Prescott Railway Office

Ottawa, Oct. 6th, 1864

Dear Sir, - I have yours of this date in reply to mine of the 4th instant, and as regards the security in question your bond will be quite sufficient, and acceptable, over the signature of "M.K. Dickinson." If the addition, "Mayor of Ottawa," appears after it, that will be only as addition. All I have to say is, that being anxious to keep the Railway open and as I could not do so without the rolling stock, I applied to you to help towards that end, as it was out of my power to effect it alone personally. My anxiety may be annoying, but I regret deeply that the Railway may be closed almost immediately for want of that security.

Yours very respectfully, Robert Bell.

M.K. Dickinson. Esq., Mayor of Ottawa

It is doubly to be regretted, that in an case of this kind, where very small risk for a few days was the sum total of liability, parties who were efficient in defeating the Railway Bill and took credit therefor in print, met this request with a refusal. We gie this portion of the correspondence because most of it appeered in the Union of Saturday. Otherwise we would have left it untouched as the proceedings of private parties.

Reference to this subject is, at the present moment, far from agreeable. We now experience the consequences of the opposition to Mr. Bell's bill of last session.

The parties intersted do not appear to have harmonized, and we are far from believing the result will be beneficial to those who cause the difficulties. Although a public matter, it is at the same time a matter between the parties who joined in a great enterprise, the direct benefits of which have been realized mainly by Prescott and Ottawa, and this section of the country. The local hostility against this road cannot fail to be injurious, and it rests with those who have brought about this state of things to justify the course which they have taken. The railway from Brockville to Arnprior, we understand, will be opened immediately. We are far from saying that that hostility could have had any effect in this respect; but those interested in that road do at present congratulate themnselves upon the course taken by the municipal authorities of this city. Whatever be the consequences, our corporation has very greatly assisted them against the interests of this city, commecrially, to say nothing of what the effects may be as to the removal of the seat of government,

14/10/1864 The Union, Ottawa Ottawa and Prescott

Report of special Railway Committee of Council.

14/10/1864 Ottawa Citizen Ottawa and Prescott

Correspondence regarding the Ottawa and Prescott ---

The principal structure is on the Rideau near this city; and it was only by putting in new timbers within two weeks past that Mr. Bell could venture to allow the trains to pass over it. Although the railway is now closed we can state as fact within our own knowledge that even with the recent repairs, had the road remained open, Mr. Bell would not have allowed trains to pass over many days longer because being a wooden structure and portions being rotten it would not be safe.

15/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

17/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

18/10/1864 Ottawa Citizen Ottawa and Prescott

Much correspondence on Ottawa and Prescott.

18/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

21/10/1864 Ottawa Citizen Ottawa and Prescott

Correspondence regarding Ottawa and Prescott. In the hands of the sheriff. --

Yesterday, pursuant to notice, the Rolling Stock of the Ottawa and Prescott Railway was sold, at the railway depot, under writs of fieri facias in the hands of the Sheriff. The property submitted for sale consisted of three engines, 26 box cars, 23 flat cars, three first-class cars, two second-class cars and two baggage cars. The sale commenced between twelve and one o'clock and was conducted by the Deputy Sheriff, Mr. Bailiff. The audience was not very numerous, but amongst those present, we observed the President of the road, Mr. Robert Bell, the Vice President and representative of the Ebbw Vale Company, Mr. Thomas Reynolds, the Solicitor of the Grand Trunk Railway Company, Mr. John Bell, and the Mayor, Mr. Dickinson.

The Deputy Sheriff having described the property for sale,

Mr. John Bell stepped forward and addressing the Deputy Sheriff, said Before you commence the sale it is right I should state that, whoever buys this property, purchases it subject to a mortgage of £45,000 or £45,000. Of course the person purchasing will be obliged to pay off this mortgage forthwith.

Mr. Bailiff. I don't believe the Sheriff is bound to know there is a mortgage.

Mr. John Bell. But I feel bound to give notice of this fact, in order that those who intend to bid may understand exactly what they are doing. There is no doubt that whoever buys this property will have to pay off the mortgage, otherwise they will not enjoy it very long..

Mr. Bailiff. Gentlemen. I will now put up the property. Will you please make me an offer. (No response). I may as well state before I go further, that I have received a notice from Mr. J.B. Lewis, on behalf of the Corporation, forbidding this sale inasmuch as they claim it under their mortgage.

Mr. John Bell. Mine happens, however, to stand first in order.

Mr. Bailiff. Will anyone make me an offer.

Mr. John Bell. \$100.

For some time no advance took place on that sum. Eventually Mr. N.S. Blandell offered \$200; Mr. John Bell then bid \$201; Mr. Palin then offered \$300; Mr. John Bell then bid \$301; and at this figure, after some considerable time spent by the Deputy Sheriff in trying to induce a higher bid, the property was knocked down.

Mr. Bailiff. Who is the purchaser?

Mr. John Bell. C.J. Brydges.

This closed the proceedings.

22/10/1864 The Union, Ottawa Ottawa and Prescott

Account of the sale of the rolling stock - from the Citizen. Three engines, 26 box cars, 23 flatcars, three first class cars, two second class cars and two baggage cars.

25/10/1864 Ottawa Citizen Ottawa and Prescott

Editorial. also

On Friday last the employees of the Ottawa and Prescott Railway, with the exception of half a dozen laborers who are required to look after the property, and a small portion of the office staff, were all discharged. In a circular which was issued to each individual, by order of the President, the reason assigned for this step is the difficulties in which the company is involved. The action of the company is deeply regretted; but the want of means, arising from the fact that the road is not working, imposed this disagreeable necessity.

29/10/1864 The Union, Ottawa Ottawa and Prescott

Prescott Telegraph -- At the instance of the two municipalities chiefly interested in the Road, an application was made for an injunction in Chancery to stay the proceedings of the Grand Trunk Company against the Rolling Stock. The sale is however, regarded as invalid, and therefore amounts to nothing so far as affecting a change of ownership is concerned. Take what view of it we may, it is impossible to avoid the conviction that the G.T. R. Company had acted with unseemly haste in the premises. It might have waited for the repayment of the comparatively small sum which it advanced to the Ottawa and Prescott Railway, at least as long as the province will have to wait for the repayment of the millions which it has advanced to the Grand Trunk. Now that the Court of Chancery has interposed its powerful arm to shield the weak from the rapacity of the strong, we may expect that steps may be immediately taken to re-open the road. The Corporations of both Ottawa and Prescott have both expressed their willingness to negotiate with the Railway Company with a view to arrive at some settlement of the difficulties between them.

01/11/1864 Ottawa Citizen Ottawa and Prescott

Articles from a number of papers regarding the Ottawa and Prescott situation.

04/11/1864 Ottawa Citizen Ottawa and Prescott

The railway, we regret to say, is still closed for traffic. A few tons of stone required for the Parliament Buildings have moved over the road within the past few days, and under a special agreement, a small quantity will be brought into this city. More.

05/11/1864 The Union, Ottawa Ottawa and Prescott

The Montreal Gazette and the Quebec Chronicle, taking their information from the Citizen, a journal published by R. Bell M.P., the president of the O. & P. Railway Company, represent the City Corporation of Ottawa as responsible for the stoppage of the railway. The facts are that the Grand Trunk Railway, who claim the rolling stock, notified the Corporation that they were about to remove it. They procured a Sheriff's sale of the stock on a judgment originally the property of Mr. Robert Bell M.P., to strengthen their claim. The Corporation applied to the courts to prevent the removal of the stock and succeeded. Every effort has been made to induce Mr. Brydges to allow the trains to run, but to no avail. It is true that it runs every night with freight, we presume because it is safer to run on a road in bad repair at night than in daylight. It also went into operation to take out the delegates and Mr. Brydges in daylight. The fact is that Mr. Brydges and the Grand Trunk are to blame if blame lies anywhere. The Corporation has no influence whatever in the matter. The Directors of the Ottawa and Prescott Railway Company, we presume, are snuffed out. Nothing is heard of their actions.

08/11/1864 Ottawa Citizen Ottawa and Prescott

Articles on Ottawa and Prescott. Pointing fingers etc.

11/11/1864 Ottawa Citizen Ottawa and Prescott

It will be gratifying to the public to learn that the difficulties connected with the railway have all been arranged and that the trains will commence running again in the course of a few days. We make this announcement on the authority of a telegraphic despatch sent to us last evening from Prescott, by Mr. Bell, the President of the Company.

12/11/1864 The Union, Ottawa Ottawa and Prescott

Details of an agreement reached between Grand Trunk, City of Ottawa, Ebbw Vale Steel and Ottawa and Prescott. (Prescott could enter later). Regular trains would commence running on Monday.

14/11/1864 The Union, Ottawa Ottawa and Prescott

We are informed that in consequence of the alleged necessity for an inspection of the line, trains will not run regularly from this day forward, as we were lead to believe would be the case. We presume irregular trains will be run probably every day, until the new difficulty can be got over. Since the above was written, the advertisement has been sent in fixing next Thursday for regular trains.

15/11/1864 Ottawa Citizen Ottawa and Prescott

Advertisement. On and from Thursday 17th November, 1864 mail train and accommodation train in each direction daily. Long editorial on Ottawa and Prescott.

21/11/1864 The Union, Ottawa Ottawa and Prescott

From Brockville Recorder - The Prescott and Ottawa Railroad is once again in operation -- more.

24/11/1864 The Union, Ottawa Ottawa and Prescott

Two trains a day are once again running on this road each way - the Express and the Accommodation. An advertisement appears in the Ottawa papers for ties, to be delivered along the line of road, and we believe it is the intention this winter to lay down a broad gauge track all the way through, and run Grand Trunk cars thereon. Whether the present track and rolling stock will also be retained we do not know; we have heard it is the intention of the Grand Trunk to have but the one line - the broad gauge - and remove the present rolling stock to some of their other side lines where the narrow gauge is still used. This may be their intention, and yet they may meet with insuperable difficulties.

The Ottawa and Prescott Railway Company also give notice of their intention to apply for an act amending their charter, in accordance, we presume, with the late settlement. The twenty days grace allowed to Prescott by the late arrangement, during which time, our town was at liberty to come in and accept of the Grand Trunk bounty, is passing away without any signs of repentance on the part of Prescott. So we will be "left out in the cold," and have to fight our battles with the Grand Trunk single handed. "May God defend the right!". Prescott Messenger.

26/11/1864 Richmond Guardian Ottawa and Prescott

The difficulty with the Ottawa and Prescott Railway is settled and that line is once more open for trains

09/12/1864 Ottawa Citizen Brockville and Ottawa

Advertisement Brockville and Ottawa Railway. On and after Tuesday 6th December trains will run regularly between Brockville and Arnprior. Connections etc.

09/12/1864 Perth Courier

OPENING OF THE B. & O. RAILWAY TO ARNPRIOR.

Another step in the ladder of advance has gained by the Brockville and Ottawa Railway Company, in opening up the line to Arnprior; and the future advancement and prosperity the Company will now, doubtless be greatly furthered and increased. On the 6th inst., trains commenced running regularly in direct connection with the older trains, and the time has accordingly been changed to suit all places and stations. A grand demonstration was given last night to the Company by the people of Arnprior; but we have not yet heard the particulars.