

# Local Railway Items from Ottawa Papers 1860-1864

*Wednesday 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

*09/02/1860 Brockville Recorder Brockville*

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-- -

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

Report on Ottawa and Prescott annual report.

*Wednesday 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

*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 barrister 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.

*Saturday 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.

*Saturday 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 pothey 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 an 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.

*14/06/1860 Brockville Recorder Brockville*

Editorial - Debentures and Interest Money.

*Tuesday 04/09/1860 Montreal Gazette Brockville 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.

*Wednesday 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.

*Saturday 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.

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

Account of annual meeting of Brockville and Ottawa Railway.

28/02/1861 Brockville Recorder Brockville

Report submitted to County Council of Lanark.

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

The widening of the embankment at Mud creek and back Pond has been partially done, and that at Rideau River nearly completed. 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 than it 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.

Friday 01/03/1861 Ottawa Citizen Canada Central

Canada Central Railway bill - much discussion.

Saturday 02/03/1861 The Tribune, Ottawa Canada Central

Account of meeting in Ottawa concerning the Central Canada Railway.

Saturday 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.

Tuesday 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.

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

**Saturday 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**

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.

**27/03/1862 Brockville Recorder Brockville**

Account of Railroad Meeting at North Elmsley.

**Saturday 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.

**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.--

**Saturday 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.

**Tuesday 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.

**Saturday 23/08/1862 Ottawa Citizen Ottawa and Prescott Ottawa**

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.

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

Railroad excursion to Ottawa - Conductor White in charge --

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

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

**Thursday 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.

**Tuesday 02/12/1862 The Union, Ottawa Union Forwarding Chats Falls**  
Short reference to tramway from Pontiac to Union Village.

**Saturday 02/05/1863 The Union, Ottawa Ottawa and Prescott**  
Ottawa & Prescott Railway  
An Extraordinary proceeding - article.

**Saturday 09/05/1863 The Union, Ottawa Ottawa and Prescott**  
Account of Uproarious meeting of Ottawa and Prescott shareholders.

**Saturday 16/05/1863 The Union, Ottawa Ottawa and Prescott**  
Account of the proceedings on the railway of the 8th instant.

**Thursday 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.

**Tuesday 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.

**Thursday 21/05/1863 The Union, Ottawa Ottawa and Prescott**  
Continuation of the railway investigation, witnesses etc.

**Saturday 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.

**Saturday 23/05/1863 The Union, Ottawa Ottawa and Prescott**  
Continuation of the railway investigation, witnesses etc.

**Tuesday 26/05/1863 The Union, Ottawa Ottawa and Prescott**  
Continuation of the railway investigation, witnesses etc.

**Saturday 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.

**Thursday 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.

**Friday 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.

**Saturday 19/12/1863 The Union, Ottawa Brockville**  
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.

**Friday 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.

**Friday 26/02/1864 Ottawa Citizen Ottawa and Prescott**  
Prescott January 26 1864. Commencing 1 February 1864. One passenger train in each direction daily.

**Friday**            **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.

**Friday**            **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

**Friday**            **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.

**Friday**            **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.

**Friday**            **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.

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

Text of petition of Prescott Corporation against the Railway Bill.

*Thursday 31/05/1864 Ottawa Citizen Ottawa and Prescott*

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 whirred 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

*Thursday 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

*Thursday 16/06/1864 The Union, Ottawa Brockville*

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.

*Saturday 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.

**Tuesday 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.

**Friday 22/07/1864 Ottawa Citizen Ottawa and Prescott**

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

**Friday 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.

**Monday 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.

**Thursday 04/10/1864 The Union, Ottawa Brockville**

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.

**Tuesday 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**

I have searched the sherriff's office, and find that a warrant is in the hands of the sherriff directing him to make 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 Corporation of Elizabetshtown is now striking the rate to be levied on the Township. I think that the Company would see the injustice of allowing 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.

**Saturday 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.

**Tuesday 11/10/1864 Ottawa Citizen Ottawa and Prescott**

Correspondence regarding the bill before parliament on the Ottawa and Prescott.

**Friday 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.

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

Report of special Railway Committee of Council.

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

Document which accompanied the special report.

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

Document which accompanied the special report.

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

Document which accompanied the special report.

**Tuesday 18/10/1864 Ottawa Citizen Ottawa and Prescott**

Much correspondence on Ottawa and Prescott.



**Friday 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.

**Saturday 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.

**Tuesday 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

**Saturday 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.

**Tuesday 01/11/1864 Ottawa Citizen Ottawa and Prescott**

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

**Friday 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.

**Saturday 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.

**Tuesday 08/11/1864 Ottawa Citizen Ottawa and Prescott**

Articles on Ottawa and Prescott. Pointing fingers etc.

**Friday**      **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.

**Saturday**      **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.

**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.

**Tuesday**      **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.

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

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

**Thursday**      **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

**Friday**      **09/12/1864**      **Ottawa Citizen**      **Brockville**

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