

Local Railway Items from Area Papers - 1863

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 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.

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.