

# Local Railway Items from Area Papers - 1864

*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*

*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.

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.

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    Ottawa Citizen                      Ottawa and Prescott**

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

**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.

**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 appeared 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 interested 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 themselves 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, commerially, to say nothing of what the effects may be as to the removal of the seat of government,

**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.

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

Report of special Railway Committee of Council.

**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    *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.

**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.