

Local Railway Items from Area Papers - 1865

01/01/1865 *Ottawa Citizen*

Missing 1 1 1865 to 5 15 1865.

09/01/1865 *The Union, Ottawa* *Ottawa and Prescott*

The Ottawa and Prescott having, in effect, become annexed to the Grand Trunk, the citizens of Ottawa, we are lead to believe, propose to mark their appreciation of an event so pregnant with beneficial results, by inviting Mr. Brydges, the Manager of the Grand Trunk, to a public dinner in the city.

Centralization of railway management is now proposed in Great Britain; as it exists already upon the continent; and in Canada the tendency is decidedly in the same direction.

Interested as the people of Ottawa are in the extension of railway communication with the Upper Ottawa, it may reasonably be supposed that the occasion of this public demonstration will be availed of to combine influences of all legitimate kinds towards securing the object of such vital importance to the commercial community. The business relations arising out of the recent change of management of the Ottawa and Prescott Railway must necessarily bring Mr. Brydges more in contact with the people of Ottawa.

In view of these facts alone, and eschewing all political considerations whether affecting Grand Trunk management in the past or otherwise, this demonstration is simply intended for the benefit of the community. If such is the aim of those who have inaugurated this movement, we should be untrue to the position we fill as advocate of Ottawa interests did we fail to recognize its value.

16/01/1865 *The Union, Ottawa* *Ottawa and Prescott* *Prescott*

The Prescott Messenger says: - On the 1st of January instant, the entire interest of the Ottawa and Prescott Railway Company was handed over by the representatives of that company to the Grand Trunk Company, and within a few days the old Grand Trunk Railway station will be deserted. All the books of the office, the freight, clerks and all, will be removed to the Ottawa and Prescott Railway Station where, hereafter, the work will be done. No trains will hereafter stop at the St. Lawrence Street station. Before all passenger trains are due East and West, local trains will leave the station at the foot of Water street for the Junction, where the passengers will tranship themselves, and, after the main train has passed, the local train will return. Additional office and freight accommodation will be required; and before a year elapses, we do not doubt, the appearance of things in the vicinity of the depot will be very much changed by the buildings which will be erected. In the meantime, however, the present premises will have to suffice.

Very few people have any idea of the business which the Grand Trunk has built up at this point, and which we are glad to see is on the increase. Of course the present passport system tends to injure the passenger traffic, but the freight business, being left to itself, goes on expanding, as may easily be seen in the largely increased exports and imports at this Port. Our total amount of exports for the year 1863 amounted to \$923,636; the last quarter of the year, when the railway connection had just been perfected, furnished of this about half, viz. \$305,345. Last year the exports show a gratifying increase, of over 50 per cent amounting in all to \$969,512 (sic). The imports also present an equally favorable aspect. The total imports for 1863 were \$944,123; for 1864 they were \$1,615,467, showing an increase of nearly three quarters of a million dollars - a most gratifying result as showing the increased traffic by the Grand Trunk Railway.

18/01/1865 *The Union, Ottawa* *Ottawa and Prescott* *Ottawa*

The complimentary dinner to Mr. Brydges took place Monday evening.

Very full account, bill of fare, speeches etc.

18/01/1865 *The Union, Ottawa* *Ottawa and Prescott* *Ottawa*

We are given to understand that a meeting of the Directors of the Ottawa and Prescott Railway Company was held yesterday. R. Bell, Esq., M.P., having tendered his resignation as President of the Company, W.H. Reynolds, Esq., was elected President, resigning his office of Vice-President, which was filled by the election of C.J. Bridges (sic) Esq., as Vice-President. Mr. Joseph Mooney resigned his office of Secretary and Treasurer, and Mr. B. Billings, was temporarily appointed to that office.

24/01/1865 *The Union, Ottawa* *Ottawa and Prescott*

Mr. W.C. Spicer has been appointed superintendent of the Ottawa and Prescott Railway Company, and Mr. W.H. Debttor is second in charge.

14/02/1865 *The Union, Ottawa* *Ottawa and Prescott*

Full report of the debate on the bill to amalgamate the Ottawa and Prescott Railway with the Grand Trunk. Referred to Committee. (virtually illegible)

23/02/1865 *The Union, Ottawa* *Ottawa and Prescott*

Mr. Clark, solicitor for the town of Prescott is here opposing the Ottawa and Prescott Railway amalgamation with the Grand Trunk, on the grounds that it amounts to confiscation of that town's advances of \$200,000. The Grand Trunk gets unlimited powers under the Amalgamation Bill to spend money for improvements, and contributes, besides interest and sinking fund on the Ebbw Vale Company's bonds, as first mortgagee before the towns of Ottawa and Prescott as joint second mortgagors. Prescott contends likewise that the alteration of the gauge will injure it by destroying its American connections, preventing the interchange of cars. It, besides, opposes amalgamation, on the high ground of damage to the public interests. Prescott holds the Grand Trunk has a good bargain, and ought to become responsible for its debt of \$100,000 to the Municipal Loan Fund, created for the railway. The claims of judgment creditors are wiped out altogether by the bill. It has passed the second reading and goes before the Railway Committee. Here, as in the case of Brantford, Upper Canada is interested in retaining the double security of the railways and towns for the Municipal Loan Fund liabilities.

04/03/1865 *The Union, Ottawa* *Ottawa and Prescott*

Quebec - The Ottawa and Prescott Amalgamation Bill was before the Committee today. The promoters of the Bill attempted to depreciate the value of the property, saying it was not worth more than 50 cents on the dollar of the alleged claim of the Ebbw Vale Company of \$600,000. Mr. Shanly, who was formerly engineer of the road, stated that it was worth \$24,000 per mile, and the road being 54 miles long, would make it worth about \$1,800,000. He also said it was absurd that the Ebbw Vale Company should have the road at the mere cost of the iron, which was all they advanced to it. Messrs. Dunkin, Holton and J.S. MacDonald spoke in the strongest terms against this species of legislation, and recommended a general law for the winding up the affairs of insolvent railway companies. No progress was made with the Bill. - Globe.

25/05/1865 *The Union, Ottawa* *Ottawa and Prescott* *Prescott*

Yesterday morning, the freight train for Ottawa ran over two horses on the track about four miles outside Prescott, killing both of them.

09/06/1865 *The Union, Ottawa* *Ottawa and Prescott*

Text of a notice served by the bond holders of the Ottawa and Prescott Railway Company upon the Ottawa and Prescott, the City of Ottawa and the Town Council of Prescott.

12/06/1865 Ottawa Citizen Brockville and Ottawa

A vast amount of traffic has been taken away from Ottawa by the B&O Railway. The statement is quite correct. The amount of business done by the road in freight as well as passenger is very large. It is no doubt a subject of great regret to the Ottawa people that they did not take the initiative in building a line of railway to Arnprior, and thereby secure the great amount of business and travel from the Upper Ottawa. Globe.

14/06/1865 Ottawa Citizen Union Forwarding Chats Falls

Account of a trip to the Upper Ottawa. Extracts.
Went via Aylmer and Ann Sisson.

It is here that the most extensive portage occurs on the whole river which is overcome by the Union Railroad, managed by the Steamboat Company. It is really worth coming a long distance to see. The sensations experienced in passing in the cars over the trestle works, in some places of a great height, is for the first time for the nerves rather trying; but the road is perfectly safe, and well looked after. Not an accident has happened during the 15 or 16 years it has been in operation. Arriving at what is known as "Wellington Bay", I found the steamer Oregon is waiting to convey us. More.

08/07/1865 Ottawa Citizen Brockville and Ottawa Arnprior

B&O Railway. A correspondent says the section of this road from Arnprior to Sand Point is progressing ?? under the contractor's hands, but it will not be opened for traffic, as far as appearances betoken, this fall, and probably not until the season of 1866. The running of trains to Arnprior has been of marked benefit to this portion of the county in the manner of keeping down the price of flour. In former years flour was, during the early summer season, generally in the hands of a few merchants or millers, who asked any price they chose, but the easy transit of the railway has been the means of large quantities being poured into the county, to supply the great deficit which has existed in this section of the country for the past two years.

13/07/1865 The Union, Ottawa Brockville and Ottawa

Mr. Alexander Morris, of Perth, has resigned his seat as a Director of the Brockville and Ottawa Railway Company. A train was recently advertised to run on Sunday between Perth and Pakenham for the accommodation, avowedly, of such members of the Wesleyan Church as wished to attend a camp meeting at the latter place; but the Wesleyans of Perth refused to desecrate the Sabbath, or have anything to do with the train, and brought the matter to the attention of Mr. Morris. That gentleman immediately telegraphed to the managers at Brockville, protesting against the proceedings and recommending a reconsideration of the matter, and as the Manager refused to do so, resigned his seat on the board. The Methodists have also protested against the action of the Manager.

07/08/1865 Ottawa Citizen Ottawa City Passenger

At a special meeting of the Ottawa city council Thursday evening a resolution was carried by a majority of 11 to 3, for the passage of a bill through parliament to incorporate a company for the construction of a Street Railway. We heartily commend this action of our City fathers, and hope that the undertaking will be pushed through will all possible expedition. We will give a report of the special meeting tomorrow. (This does not cover much more than the wording of the motion and the voting)

28/08/1865 The Union, Ottawa Brockville and Ottawa Jelly's crossing

On Thursday afternoon as the afternoon train from Arnprior was running south to Brockville, a serious accident occurred at Jelly's crossing. Distant some sixteen miles from town. William Lamb was driving over the crossing in a buggy, and his horse hearing the engine approach became restive, and refused to proceed. Lamb whipped his horse in order to compel him to leave the way, so that he might not be killed, instead of jumping out and looking after his own safety. Presently he did jump out, we understand, but too late; and had one leg cut off at the thigh, and another above the ankle. The engine driver, James Fitton, a most respectable and careful man, slowed the train as well as he could and rung the bell; but was still enabled (sic) to prevent the accident. No blame, we learn, can be attached to him in any shape; and the mishap is regarded as purely accidental. Strange to say the horse escaped almost uninjured, although the buggy was smashed to pieces. On the arrival of the train in Brockville, Drs. Edmondson and Gordon were promptly forwarded by rail to assist the injured man. Accidents on the Brockville and Ottawa line are exceedingly rare, the road being managed with the utmost carefulness and method. Since the above was written we learn that Lamb died about two hours after he sustained his injuries. - Brockville Monitor.

30/08/1865 Ottawa Citizen Union Forwarding Chats Falls

The press association excursion. Annual meeting and supper at Brockville on Wednesday 6th Sept. and the excursion to Ottawa the following day.

05/09/1865 The Union, Ottawa Ottawa City Passenger Ottawa

We publish today in full the Bill before the Legislature for the incorporation of a company to construct a City Railway. We publish this bill at considerable length in order that it may be perfectly understood by the citizens of Ottawa.

07/09/1865 Brockville Recorder Union Forwarding Chats Falls

Press Association Meeting

Attendance: Hamilton Spectator, Whitby Gazette, Belleville Intelligencer, Peterboro Examiner, Strathroy Dispatch, Newmarket Era, London Prototype, Sarnia British Canadian, Home Journal St. Thomas, Belleville Independent, Picton North American, Expositor Brantford, Times Hamilton, London Advertiser, Huron Signal, Barrie Examiner, Chronicle Ingersol, St. Mary's Argus, Statesman Bowmanville, Standard St. Mary's, Comet Owen Sound, Free Press London, Woodstock Sentinel, Brockville Recorder, True Banner Dundas, Review Peterboro, Canadian Post Lindsay, British Canadian Simcoe, Beacon Stratford, Picton Times, Perth Courier, Kingston Churchman, Berlin Telegraph, Coburg Star, Coburg Sun, Prescott Messenger, Morrisburg Courier, Montreal Echo, Belleville Chronical, Kincardine Commonwealth, Napanee Standard, Brampton Times, Prescott Telegraph, Gazette Quebec, Vindicator Oshawa, Home Journal St. Thomas, New York Herald, Woodstock Times, Welland Telegraph, Cornwall Freeholder, Hamilton Champion.

Brockville Recorder September 14 1865

The members were soon seated in the cars in waiting and richly enjoyed a most romantic ride over the horse railway connecting Chats lake and the Ottawa River.

The meeting of the Press Association this year at Brockville was unquestionably the most successful of any that has preceded it. In the evening the annual dinner was held. In point of numbers alone was it a success. The arrangement had been made for holding it at eight o'clock, sharp; but at a quarter past eight, the slow coaches to whom the destinies of the once well managed Wilson House are now confided, were only placing the tables in position to be laid. It was quarter before ten before dinner was announced, and you may be sure that, to a lot of worn out excursionists, most of whom had no sleep the night before or, comparatively, none, and who were required to be up at five in the morning for the trip back to Ottawa, this delay was anything but pleasant; and third, when we did get it, the spread was about the most wretched apology for a public house meal to which it has been my ill luck to sit down. Large unwieldy joints of beef, which resisted like a piece of India rubber the efforts of the knife to penetrate them; and scraggy fowls which looked like the refuse of an active market day, formed the substantials. And for desert, we had pastry half, or less, cooked, and fruit, which having been undeseccated by the cook's touch, was the only thing really eatable on the table. And for this wretched spread we had to wait an hour and three quarters after the regular train and pay five shillings, currency. Of a surety, I recommend to people to think twice before they look at the Wilson House, under the present management, for a public dinner.

However, we made the best of our emphatically bad job, and toasts and songs followed each other until midnight, when the President gave to our next meeting, and the party separated to find such relief as the poor accommodation of the Brockville hostels would afford to them and in anticipation of the pleasures of today. Never did anticipation more fully become realized in actual enjoyment. At 6 o'clock the party were at the station of the Brockville and Ottawa road and by half past six we had started dashing through the tunnel under the town, leaving us for some minutes in total darkness, and then emerging into the open country, and dashing onwards through hamlets and villages until we reached Smiths Falls, where we obtained an additional first-class car for the great number who were present rendering the car accommodation at starting barely sufficient. Then, after half an hour's detention we went onward on our journey, passing the flourishing village of Almonte, which is principally famous for its woolen factory, and thence onward through places of less interest until we reached Arnprior, which may be said, although the road is completed some seven miles further up to Sackport, to be the business terminus of the line. Arnprior is a cheerful looking place, with evident signs of business about it, and is likely to be a very important town. Here we saw a couple of buildings whose pillars were made of Arnprior marble, a very good sample of dark colored marble which prevails in great abundance. Leaving the railway we walked about a mile to the Chat's Lake, a beautiful sheet of water, upon which, in a commanding point, is situated the residence of A. McLachlan, Esq. Late M.P. for the County of Renfrew, and an unsuccessful candidate at the late election against Mr. Wm. Powell, in Carleton. Here we found the steam ferry boat, a large substantially built vessel called the "Oregon", gaily decorated with flags for our reception. A pleasant sail brought us across the lake and then a novel mode of conveyance awaited us. There is a short slip of land, some 3 miles wide at this point, separating Chat's Lake from the Ottawa River, and on this we went for the distance in carriages which are constructed very much in the style of large wagons, with eight or ten seats, and accommodating about thirty persons each. One, or at most, two horses draw the load with the greatest apparent ease. Indeed the regular freight load of these wagons, drawn by one horse, is six tons, in addition to the weight of the waggon; and with this weight, the distance of three miles is made in about twenty minutes. It struck me, while riding over this road, that it offered a cheap and expeditious method of overcoming the difficulty of transport, which has, thus far, tended to embarrass and retard the development of the mineral resources of the country. In these tram roads there is an easy and economical solution of this question, and a mode by which the public could be greatly facilitated in its efforts to promote the development of the resources of the province. In my own case, I rode in a carriage with about sixteen others, and a single horse took us over the road, three miles full, in about seventeen minutes. The variety of this method of traveling gave great zest to the excursion, and all agreed that it was not the least inviting feature of this admirable tour. The station at which we land at the Ottawa river is elevated about twenty feet from the wharf, and the descent thereto is made by stairs inside the building. But a most ingenious contrivance has been arranged for the lowering of freight or baggage. A platform elevator raised and lowered by a horse power places all parcels put upon it within a few feet of the steamer's gangway, so that although we had, being a number of ladies of our party, a large quantity of luggage, we were delayed but a very few minutes by getting safely on board the steamer.

The steamer was a large fine vessel, the Ann Sesson, owned by the Union Transportation Company, which has charge of this inland route of travel from Arnprior to Ottawa. In honor of the Association she, like the steamer we had left before, had her flags gaily floating on the breeze. She is under the command of Captain Brockens, a thorough sailor, and true hearted gentleman, who was for many years connected with the steamers in the Bay of Quinte route. Once fairly away of the wharf, dinner was announced, the ladies being seated first and the gentlemen taking their chances in coming after them. Thanks to the generous foresight of Captain Brockens, the ??? was a very good one ??? for though the table had to be laid four times, there was abundance for all, the dinner being, although plain, such as induced all unreluctantly to contrast it with the wretched crust of the Wilson House at Brockville. While the ladies were dining the members of the Association met on the fore deck, the President being elevated upon the fore-castle entrance, and proceeded to the important business of the previous day. The main thing being decided was the place of meeting next year, and the route of the excursion.

By this time we had reached Aylmer, a pretty little town, the county town of the County of Ottawa, where carriages were in waiting to convey the party to the capital. The people of Aylmer had put on their best holiday dress and displayed in great abundance their bunting in honour of the occasion and we thanked them by repeated rounds of hearty cheers as we passed through their enterprising little town. The drive to Ottawa over a good gravel road, of nine miles is an exceedingly pleasant one and we reached the city at about five o'clock in the evening, putting up at the Russell, the Albion and the Union Hotels. Tomorrow is to be devoted to the examination of the Parliament Buildings whose magnificent proportions form the chief source of attraction in the city. The fine falls of the Chaudiere over which we passed in our way into the city were greatly admired, and in themselves form one of the points of interest in this Ottawa country.

NB. The reporter managed to get many names wrong. Instead of Sackport he presumably meant Sand Point, while the names of the two vessels were Oregon and Ann Sissons. I have verified these from the Ottawa Citizen of the period. The captain of the Ann Sissons was named Bockus and that of the Oregon was Findlay (also verified from the Citizen).

12/09/1865 *Ottawa Citizen**Brockville and Ottawa**Sand Point*

Brockville and Ottawa Railway Company. The road finished to Sand Point, on the Ottawa River, seven miles from Arnprior, will be opened on Tuesday next, and the company are going to place a small steamer for passengers to run from that place to Portage du Fort, on the Upper Canada side. Gould's Landing, in connection with the stages leading to the steamer on Muskrat Lake and so on to Pembroke, reaching that place from Brockville on the same day. This is a new era in the transit up the Ottawa from the St. Lawrence. The route of the Union Forwarding Company will suffer considerably from this.

13/09/1865 *Kingston Canadian Church* *Union Forwarding**Chats Falls*

they were then changed to the rail cars drawn by horses across the Chats - three miles of a drive over the roughest part of the country we have seen. Here we may mention that the songs "The Low Back Car" and "Wait for the Waggon," were sung by the party with good effect, considering the novelty of the drive, and as each car arrived at its destination, cheer after cheer were given. After a few moments walk, the fast and commodious steamer "St. Anna Sission" was reached.

13/09/1865 *Hamilton Times**Union Forwarding**Chats Falls*

On landing we found the tram railway train ready for our further transportation through a country remarkable only for its extremely barren nature, large rocks and scrubby thickets being the only gifts Nature has felt called to lavish here. The tram railway is a mode of conveyance the principal redeeming feature of which was its novelty. It is requisite, for the purpose of avoiding Chats Falls at the foot of the lake of the same name, which, of course, renders the river un-navigable. Thin bars of iron are laid down on a substantial bedding as rails. In some places where the country is extremely hilly and uneven, it is surprising to find how perfectly the grading has been effected by means of huge piles of timber built up in many cases as high as the tree tops on either side of the road. The cars are rather primitive in appearance covered over with roofs but open all around; no difficulty is experienced in obtaining a most excellent view of the sights by the way. The motive power by which they are impelled is horse flesh - two of these quadrupeds being driven in tandem on each car.

13/09/1865 Hamilton Times Brockville and Ottawa

The next morning we took the six o'clock train on the Brockville and Ottawa line for Arnprior. To many the very outset of this trip was a novelty, the cars running through a tunnel which has been excavated from the depot underneath the whole extent of the town northward. As in the case of the Grand Trunk line we found the country through which the railway passed suffering severely from the ravages of fire. In some places I noticed fenced for miles completely consumed. Passing through Carleton Place, Smiths Falls - a great lumbering locality - and Almonte, we at length reached our destination and proceeded to walk through Arnprior.--

13/09/1865 The Union, Ottawa Tramway Hawkesbury

Hawkesbury mills - owned by Hamilton.

The feeding gear is immediately set in motion also and in less than five minutes the giant of the forest passes out in an opposite direction, sawn into planks of various thicknesses, where tramways are laid down and carriages ready to receive them. Around these mills as far as the eye can reach, the water is covered with floating lumber, while on the water edge are piled immense heaps of planks, varying in size and in such quantities as to cover about eight acres. Tramways are run through them so that there is very little difficulty in loading barges,--

14/09/1865 Brockville Recorder Union Forwarding

The members were soon seated in the cars in waiting and richly enjoyed a most romantic ride over the horse railway connecting Chats lake and the Ottawa River.

14/09/1865 The Globe, Toronto Union Forwarding Chats Falls

Press Association Annual Meeting at Brockville

The arrangement was that Thursday the party should proceed to Ottawa city by way of Arnprior. A few minutes after six o'clock in the morning, more than one hundred ladies and gentlemen of the press excursion started northward by the Brockville and Ottawa Railway. The train passed through the tunnel under the town by means of which the railway is brought to the river's edge. This tunnel is, I should think, one half mile in length, and passes under the Market Building, and thence underground until daylight is reached to the north of the town. After the train is fairly in the tunnel the darkness is total. There are no little holes as in the Victoria Bridge at Montreal to admit little streams of light, but black darkness renders it impossible for the passenger to see anything. For the sake of variety, a few minutes of this sort of railway riding was very well, but I think few of the excursionists would have cared for a much longer experience of the kind. The Brockville and Ottawa road is smooth and well ballasted and we had a very comfortable ride to its terminus at Arnprior, passing on the way a number of villages, the chief of which are Smiths Falls, Carleton Place and Almonte. The latter place owes some of its prosperity to manufactures. Flax mills are driven by water afforded by the Mississippi River (not the father of waters but a little river) -- Arnprior is distant from Brockville 69 miles, has for some little time been the terminus of the B&O Railway, but is about to lose that distinction, as the Company will, on Monday next open the road to Sandpoint, five miles or so much further up the Ottawa. When completed the road will terminate at Pembroke, a point some 50 miles further up the river. Arnprior is finely situated on the south bank of the Ottawa, or more accurately perhaps, of Chat's Lake. Mr. McLachlin, ex-MPP, an extensive lumber dealer, has a very nice residence there.

Down the Ottawa

At Arnprior there were not enough carriages for the excursion party. Those which were to be had carried the baggage from station to the wharf, which distance - about a mile - the excursionists had to make on foot. A steamer, the Oregon, carried us across Chat's Lake, a distance of about three miles or so. Then we travelled across a peninsular, three or four miles by "tram" railway. This railway has been in operation a good while, and differs considerably from an ordinary railway. The rails are strips of bar iron, such as is used apparently for the tiers of lumber waggons. The "ties" on the tram railway run lengthwise instead of crosswise. The country it traverses is not at all level, but there was little digging done to make the roadway level. This was done by filling up the "gulleys" with structures of timber on which the "ties" were laid. The cars are drawn by horses, and one of the "conductors" claimed as a merit of this road that there never was an accident upon it. Arrived at the end of the tram railway; the party embarked on the steamer Ann Sisson for Aylmer C.E. The distance is twenty or thirty miles and the trip lasted some hours. On board the steamer, the adjourned meeting of the Association was held.

At Aylmer there were flags up in honour of our arrival - at least we took it for granted that this was the meaning of the display. Carriages were in waiting for us and a pleasant drive down the north bank of the Ottawa, and the bridge across the Chaudiere brought us into Ottawa city between four and five o'clock.

15/09/1865 Perth Courier Union Forwarding Chats Falls

-- After a four mile sail the company were landed at the depot of a tram railway which makes a portage of another four miles, to overcome one of the numerous rapids by which the navigation of the river is broken. In twenty minutes we were transferred to the large steamer, Ann Sisson, commanded by Captain Bochus--

15/09/1865 Peterborough Review Union Forwarding Chats Falls

--Here we took the tram railway which crosses the Portage and from its novelty the ride on this road was keenly relished. The road is built on sleepers which bridge the gullies where they occur and upon which are laid flat iron bars. Between the sleepers is filled in with planks and upon this the horses travel. I learn that two horses can make the traverse of three miles in twenty minutes with a load of six tons weight. --

15/09/1865 Newmarket Era Union Forwarding Chats Falls

Leaving Arnprior the Party took a small ferry steamer and proceeded across Chats Rapids - a distance of three miles; thence by a tram railway, four miles to the Ottawa River - through as rocky a piece of country as one could wish to see; but these very rocks, grey headed as they were added to the romance of the trip. Leaving the tramway we found the splendid river steamer of the Union Forwarding Co. waiting at the dock --

22/09/1865 The Union, Ottawa Brockville and Ottawa

The Brockville and Ottawa Railway Company finding immediate necessity existing for means of conveyance for freight from Sand Point the present terminus of the road and Gould's wharf, and not feeling to wait for the construction of a steamboat on the Ottawa concluded to borrow one from its big brother, the St. Lawrence, and lifting it bodily out of that river, they placed it on railroad trucks and conveyed it over the whole road whole and entire. It was at once launched on the bosom of the old father Ottawa, and in a day or two commenced its trips. The steamer is not a very large one.

25/10/1865 Ottawa Citizen Ottawa and Prescott

Sale of the Ottawa and Prescott Railway.

On the 14th prox. Messrs. Wakefield, Coate & Co., Auctioneers. Toronto, will sell by auction, with the approbation of A.M. Buell, Esq., master in ordinary of the Court of Chancery, the Ottawa and Prescott Railway and its appurtenances.

15/11/1865 The Union, Ottawa Ottawa and Prescott

The sale of this road came off yesterday at Toronto. It was purchased by the Ebw (sic) Vale Company, the first mortgagees were represented by their agent, Mr. Reynolds. The city loan, we may suppose, is wiped out for ever. The responsibility for this sacrifice rests upon some shoulders.

Contracts have been entered into during the past week for the erection of a new bridge across the Rideau river at this city on the line of the Ottawa and Prescott Railway. The bridge will be in four spans of 95 feet each, resting on the present stone piers and abutments which are to be altered to suit the new arrangement. The bridge is to be constructed with heavy arches, lower chords and posts of timber and counterbalancing being entirely obtained with rods of iron. The bridge will provide a single track for the railway, and a footpath for the accommodation of the public will be added on one side. When the new bridge is completed the present stringers and cribs will be removed, leaving clear waterways of 65 feet, and in this way much improving that portion of the river.

The work is being erected from the design and under the supervision of Mr. Henry A. Sims, Architect of this city. Mr. James Goodwin is the main contractor for the alterations to the mason work.; Mr. William Ellis, of Prescott for the bridge. The timber is being supplied by Messrs. J.M. Currier & Co.; the wrought iron by Messrs. N.S. Blasdell & Co.; the cast iron by Messrs. Jones and Dowley of Prescott. Mr. Scooks of this city will have the immediate charge of the construction. The quantities of material in the new structure may be roughly stated as follows:

Mason work -- 205 cubic yards

Pine, timber and lumber -- 122,000 F.B.M.

Oak -- 5,500 F.B.M.

Wrought Iron -- 24,200 lbs

Cast Iron -- 6,500 lbs

The total outlay will be in the neighbourhood of \$10,000.

27/12/1865 *Ottawa Citizen**Ottawa and Prescott*

A special train left last evening at six o'clock to convey to Prescott the mail, which was taken down to the station too late for the 1.30 train. We presume the occurrence is attributable to the difference between railway time and that kept by the driver of the "hearse" in which the mail is conveyed to and from the cars.

28/12/1865 *The Times, Ottawa**Ottawa and Prescott**locomotive*

A new line fence from Prescott to Ottawa is in course of construction at the present time and two new locomotives are being built.

28/12/1865 *The Times, Ottawa**Ottawa and Prescott**Gloucester*

A fatal accident occurred on the Prescott and Ottawa Railroad yesterday afternoon. It appears that when the train was going to Prescott in the morning, the driver observed a man walking on the track, when he gave the alarm signal and the man got off. On the return trip in the evening, the same person was discovered on the track; the driver sounded the whistle but all to no purpose, before he could stop the train, the man was caught in some part of the machinery. He was dragged a considerable distance; when the engine stopped it was discovered that his legs were both off, and his head fearfully mutilated. The body was put on board the cars, and brought to Gloucester station. The unfortunate man was supposed to be insane.

28/12/1865 *The Times, Ottawa**Ottawa and Prescott**Rideau River*

Ottawa and Prescott Railway. Great improvements, we learn, are being effected on this road. Workmen are engaged in building the new bridge over the Rideau, which is to cost \$15,000. In Spring, the new station will be erected in the marsh adjoining the present station.

30/12/1865 *The Times, Ottawa**Ottawa and Prescott**Gloucester*

--Coroner Patterson summoned a jury to investigate the affair and after considerable effort on his part succeeded in ascertaining the following facts about the deceased. - His name was Francois Liare; he was deaf and dumb, and a person of intemperate habits. He was on his way to the States to see his sister, and was 57 years of age. At the inquest, Lyman Lumas, the engine driver, deposed that about two o'clock p.m. of the 27th inst. he was in charge of the engine on the Ottawa and Prescott Railway; going from Ottawa towards Prescott; that he overtook the deceased about two or three miles north of Cunningham Station. When deponent first noticed him he was about ten or twelve rods in front of the engine walking towards Cunningham's on the track. Witness rang the engine bell and sounded the whistle, and gave all the usual signals, but the man never turned his head. As soon as the witness saw that he was not paying any attention to the alarm, he reversed the engine, and had the brakes put on, but before the train could be stopped the deceased was knocked down by the snow plough and dragged some five or six rods. Witness stopped the engine at once, and the body of the deceased was found in a culvert. Could not say whether he was then dead. Deceased, before being struck by the engine appeared to be walking quite steadily. Witness didn't know whether he had ever seen him before. The grade being steep where the deceased was walking, the deponent had to give a great deal of attention to his engine, which was not running very fast. Deceased never made any motion to get out of the track. After hearing other testimony corroborative of that given by Mr. Lumas, the jury returned a verdict of "accidental death".