

# Local Railway Items from Area Papers - 1863

*28/03/1863 Ottawa Citizen Ottawa and Prescott*

The "Mercury" will be located in an old locomotive belonging to the Ottawa and Prescott Railway, by which arrangement they will effect a considerable saving, as it will drive the press and do the puffing, without any extra expense.

*10/04/1863 Perth Courier Brockville and Ottawa*

We copy the following article from the Brockville Monitor of Saturday last ...

On last Saturday the Directors of the Brockville & Ottawa Railway passed over their road to Perth and Almonte with the view of ascertaining its condition, and testing their new engine, the "Mississippi", recently purchased. The Directors were accompanied by quite a number of persons connected with the road, and others, the whole party numbering over a hundred. The gentlemanly and indefatigable superintendent of the road, Mr. Brooks, directed the movements of the train; and, as a necessary result, every thing passed off in the most satisfactory manner. There were no delays - no cross-incidents, and the business and pleasures of the trip alternated in the most agreeable way. At Almonte the Directors present treated their guests to a substantial lunch, after which the return voyage was safely perpetrated, the train landing its cargo at Brockville at seven o'clock in the evening.

(long article on B&O finances follows)

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

THE RAILWAY MEETING  
Disgraceful Scenes!

A Mob takes violent possession of the Company's Office  
THE PRESIDENT AND OFFICERS ROUGHLY HANDLED  
Page 4 columns 1-5 then page 2.

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

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

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

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

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

Continuation of the railway investigation, witnesses etc.

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

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

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

Continuation of the railway investigation, witnesses etc.

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

Continuation of the railway investigation, witnesses etc.

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

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

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

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

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

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

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

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

*29/07/1863 Kingston Daily British Whi Ottawa and Prescott*

THE, OTTAWA & PRESCOTT RAILWAY MEETING AT PRESCOTT

The General Meeting of the Stockholders took place on Tuesday, and Robt. Bell, Esq., the President, was triumphant this time - The Directors elected are the following:-

Robert Bell, Joseph Robinson, R.W. Watkin, Charles Aumond, Joseph Bower, J.M. Currier, Daniel McLachlin, Thomas Morland., William Patrick, Thomas Reynolds, James Skead, R.W. Scott, Joseph Hickson.

Auditors, - Nicholas Soparks, George Brainard, E.T. Taylor.

*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*

THE RAILWAY MEETING

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The General Meeting of the Shareholders in the Ottawa and Prescott Railway took place at one o'clock on Tuesday, (28/7) at the office of the company. There was a very large attendance.

Mr. Bell, on taking the chair as President of the Company, first read the Advertisement convening the meeting, and afterwards the Rules of Order. Mr. Joseph Moonet, the Secretary, then read the minutes of the last General Meeting.

The PRESIDENT then presented the Report of the President and Directors as follows :

"GENTLEMEN,

" Herewith we beg to lay before you statements of the earnings and expenses of the Railway from the date of the last report for the 1st inst.; also the other statements of details connected with the working of the Railway, and the general statement and accounts. It will be seen that in 1862, the traffic was \$7,869 72 less than in 1861 . This decrease was mainly owing to the stoppage of the work on the Parliament Buildings in Ottawa. During 1860, and up till October, 1861, these buildings were in progress, and the traffic of the Railway was in consequence very considerably increased. When these works were stopped by the Government, the effect on our traffic was very unfavourable ; and this fact, along with the bad harvest and general commercial depression in 1861, accounts for the decrease in the receipts of that year. Although we cannot congratulate you on the result of the business last year, we are able to state the Government has resumed work on the Parliament Buildings here, and we may hope for a permanent increase of traffic from this time forward.

"The difficulty between this Company and the Ebbw Vale Company, which had been in Chancery for nearly four years, was amicably and satisfactorily settled in January, 1862. Soon after, by their consent the Receiver appointed by the Court of Chancery at their suit was removed. On the settlement, it was agreed to pay that Company, against interest on the First Mortgage Bonds and other claims held by them, thirty per cent, of the gross earnings. This was paid from February till September, and amounted to \$11,554 56. The decrease of traffic made it then apparent that this proportion could not be continued, and the fact being so represented to that Company, they allowed the payment to stand over.

" An arrangement has been concluded with the Grand Trunk Railway Company 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 it is 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 be an advantage to them and to Prescott.

" In 1861 a very large item in our freight business was stone from Ohio for the Parliament Buildings here, and this year we sent out over two million feet of sawed lumber.

" For traffic of this kind, as well as for general business, these new works at Prescott, to which we have referred, will afford important facilities, and enable us to reduce the cost of handling. All the material are taken out for the construction of these works, and upon them the Grand Trunk Company have made advances according to agreement, and all things are in readiness to have the work proceeded with and completed.

"The Railway is now in first rate order throughout The trestle work and piling at the different places on the line have been filled up, and the bridges, culverts and drains are all in good condition. The engine power is in better order now than it ever has been heretofore. The trains have moved with punctuality, and have been free from accidents. It will be seen, by referring to the accompanying returns, that the earnings from 7th November 1862 to 30th June, 1863, amounted to \$45,828 79c., and that from 7th November, 1861, to 30th June, 1862, they amounted to \$38,433 64c, which shows an increase of \$7,395 15 c in favor of that portion of this year as compared with the corresponding portion of the preceding year. The earnings for April 1863 amount to \$7,561 90c., and for April 1862 they show only \$4,445 09c The earnings for 1863 exceed the earnings for April of any former year since the line was opened.

"In view of the fact of the Seat of Government being permanently fixed in this City, along with the increase of business and growth of this section of the country, we feel that the prospects of the Company are now more favorable than they have been, and confidently hope that the serious difficulties through which they have been obliged to struggle so long, will be overcome, and that the Shareholder and Creditors of the Company will yet realize satisfactory results.

" ROBERT BELL, "

President. " Ottawa & Prescott Railway Office,

" Ottawa. 28th July, 1863."

The report was adopted, and ordered to be printed and circulated for the information of the Shareholders.

The PRESIDENT said the next business was the election of a Board of Directors.

Mr. ROBINSON, of the Ebbw Vale Company, said he would take the liberty of submitting a list to the meeting, and in doing so he would make one or two remarks. Many of them were aware that himself and the firm with which he was connected were very largely interested in this road. They had supplied material for it - the iron ; and he thought the meeting would agree with him they had given them a good honest article one that had stood well. (Applause.) Altogether, they had invested in the road something like £100,000, and up to this period they had not received any income from it. His object, therefore, in attending the meeting was to see whether the road could not be placed on a footing which would make it yield a return to those who had invested their money in it and on one which would, at the same time, be satisfactory to the people of this beautiful city and of the district through which it runs. [Applause.] He (Mr. Robinson) has no knowledge either of their local or general politics. "Neither did he know anything of the dissensions which had taken place, beyond what he had read in the newspaper. Whatever these were, he would make free to say that they should be put aside altogether should be thought of no more, [Hear, hear,] and that for the future, they should endeavor to work together in harmony. To that end, a list of directors had been prepared which, he hoped, would meet the approval alike of the shareholders, as of the creditors and bondholders. He begged to move " That the following gentlemen be and they are hereby elected Directors of this Company for the next ensuing year : namely,

Robert Bell, Joseph Robinson, E. W. Watkin, Charles Aumond, Joseph Bower, J. K. Currier, Daniel McLachlin, Thomas Morland, William Patrick, Thomas Reynolds, James Skead, R. W. Soott, Joseph Hickson"

Mr. Scott I beg to second the motion.

The motion was put and carried unanimously.

Mr. WATKIN moved, seconded by Mr. B. G. French, " That the following gentlemen be appointed Auditors for the ensuing year : namely,

Nicholas Sparks,

George W. Brainard,

E. T. Taylor."

The motion was carried unanimously.

The President said that according to the rules of order, these elections closed the business of the meeting. It therefore became his duty now to declare that the business of the meeting was over. Before separating, however, he must take the opportunity of saying that he was glad that so much harmony had characterized their proceedings - in other words, that there had been so much unanimity; and he trusted it would never again be otherwise. (Applause.) It was highly desirable that it should be so, if the Company was to prosper. War might be a glorious thing ; but to provide the means to carry it on, involved a sacrifice which the Company could ill afford. It was a luxury too expensive for them to indulge in, if it could be avoided. (Applause.)

Mr. Robinson proposed the thanks of the meeting to the President, which was seconded by Mr.

Watkin, put to the meeting by Mr. Robinson, and carried unanimously.

Mr. Bell Gentlemen, I thank you very sincerely for the honour you have done me. I can assure you, no one rejoices more than myself to see so much

unanimity exhibited here to-day.

One of the shareholders here called for three cheers for Mr. Bell, which were given by the crowded meeting with an enthusiasm which made the welkin ring. A "tiger" was also called for, and given with like demonstrative good-will.

The meeting then broke up, every one apparently; satisfied that it had passed off so agreeably.

*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.

*07/08/1863 Ottawa Citizen Ottawa and Prescott Prescott*

We had to an opportunity a few days since to examine the new ferry-boat "St. Lawrence," which has been put on between the Prescott and Ogdensburg depots, for the purpose of doing the railroad business at this point. She is 128 feet long, 33 feet beam, propelled by two engines of 150 horsepower. Running her entire length is a double track, intended to carry six loaded cars. Above this is a large saloon, in which meals are provided, so that passengers eat while crossing, and lose no time. The culinary arrangements are under the charge of Mr. Tallman, of the Seymour house, Ogdensburg. She is very strongly built; her engines are both models of beauty and strength; in everything she seems admirably adapted for the service required of her, excepting in her immense height, which will be apt to render her difficult to manage in stormy weather. Had there been but a single track, in the center and saloons on each side of it, we believe she would have answered the purpose much better. She is commanded by Captain Chapman, who, although an "awful man" in politics, no doubt will understand the business required of him. Connecting at the Ogdensburg depot, with the train from Boston, the "St. Lawrence" runs to a wharf of the Ottawa and Prescott road, where the Grand Trunk cars meet them. Passengers step from the ferry-boat to the cars, and are conveyed to the junction, where by a switch they are brought alongside the Grand Trunk train, which they quickly occupy and proceed on their journey. So at length the Grand Trunk is connected with the river at this point. - Prescott Messenger.

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*14/08/1863 Ottawa Citizen Ottawa and Prescott*

At a meeting of the Directors of the Ottawa & Prescott Railway, held at Montreal on Wednesday, Mr. BELL., M.P.P., was elected President and Mr. REYNOLDS Vice-President. Mr. WATKIN resigned his seat at the Board, and was replaced by Mr. BRYDGES.

*20/11/1863 Ottawa Citizen Ottawa and Prescott Prescott*

The Telegraph states that the traffic at their Ottawa & Prescott and Grand Trunk Railway Wharf at Prescott, during the fortnight ending 7th instant, was enormous. No fewer than 5000 hogs were sent to the Ogdensburg Railway. Fifty carloads of merchandize and 1200 passengers were received from the Ogdensburg road.

During the week ending Nov. 14 there were:

IMPORTS

Passengers 364

Flour, 600 bbls.

Merchandize. 26 cars

EXPORTS

Flour, 8 cars

Hogs, 420

Cattle, 126

*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.