

# 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.

**28/01/1864** *Kingston Whig Standard* *Ottawa and Prescott*

Mr. Shanley got the Prescott and Ottawa so amended as to make its going into operation conditional upon the assent of the corporations of Prescott and Ottawa city. That being settled, Mr. Bell declared his Bill useless and dropped it. This, it seems to us, was a pretty clear confession of its fairness. If the Bill was so unjust - that the two towns most interested in the prosperity of the railway could not be induced to sanction its provisions, it was pretty surely not a proper Bill for Parliament to pass.

**19/02/1864** *Kingston Whig Standard* *Ottawa and Prescott*

On Saturday last Mr. Brydges, the Managing Director of the Grand Trunk Railway, accompanied by Mr. Bell, M.P.P., President of the Ottawa and Prescott Railroad, and other official gentlemen, paid a visit by special train, to Prescott, to inspect the working of arrangements recently completed at the Ottawa & Prescott R.R. depot, for transferring railroad cars to and from the new ferry boat St. Lawrence. By means of a locomotive, cars were run on the boat and drawn off again, the operation being satisfactorily performed in a few minutes. The St. Lawrence, which has three lines of rails laid along her deck, can carry six loaded cars between Ogdensburgh and Prescott, a fact that will afford some idea of the immense saving both in time and expense which the new arrangement has effected in the shipment of freight between the two depots - Prescott Telegraph.

**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. Prescott Telegraph.

**08/04/1864** *Merrickville Chronicle* *Brockville and Ottawa*

Work has resumed on the section of the Brockville and Ottawa railway between Almonte and Arnprior. The rails, some of which are already on the ground, will be laid during the summer, and it is expected that the line will be completed before next winter. From the Merrickville-Star Chronicle 28 September 1911

**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.

**17/05/1864** *Ottawa Citizen* *Ottawa and Prescott*

City Council - Last Night's Proceedings

Present : His Worship the Mayor; Ald. Cunningham, Scott, Egleson, Friel, McCormack, Preston, Forgie and Traversy; Coun Scott, Duck, Abbott, Starmer, Martineau, Heney, Pratt, Ardell and Langford.

The Mayor read a bill, presented by Ald. Scott, called the Ottawa & Prescott Railway Relief Bill.

Moved by Ald. Scott, seconded by Ald. Cunningham, that the bill intituled an act for the relief of the O & P.R., and for ensuring the effectual working of the line and other purposes, be referred to a special committee, composed of Ald. Friel, Egleson, Preston, Cunningham and the mover, with power to report at the earliest opportunity to this Council; and that in the meantime the Mayor request the City Member to use his influence to delay the passage of the bill for six months or more.

Moved, in amendment, by Ald. Preston, seconded by Coun. Pratt, that all after the word "that" in the motion just read be expunged and the following substituted in lieu thereof : " The communication from the Hon. James Skead and the bill intituled an act for the relief of the O. & P. R., and for ensuring the efficient working of the line and other purposes, be laid on the table, and considered at a special meeting of this Council."

Moved, in amendment to the amendment, by Ald. Friel, seconded by Ald Traversy, that all after the word " that " be expunged and the following be substituted : " The communication of the Hon. J. Skead be taken up at a special meeting, to be held to-morrow night at seven o'clock, and there considered.

Moved by Ald. Preston, seconded by Coun. Martineau, that this Council do now adjourn. till 10 o'clock on Wednesday morning next, and that the same be advertised in the Daily News, The Ottawa Citizen and the paper that has the contract for the year.

Yeas 4; Nays 14.

The amendment to the amendment was then put and lost by 13 to 5.

The amendment was then put and lost by 12 to 6.

Moved by Ald. Preston, seconded by Ald. Cunningham, that this Council do now adjourn until Monday evening next

The motion was put and lost by 11 to 7.

The original motion was then put and carried.

Yeas, 13 ; Nays, 5.

After considerable further discussion and debate, during which several motions of adjournment were put and lost, the Council adjourned at 11 o'clock, p.m..

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.

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

Extract from an account of a trip from Montreal to Ottawa from the Montreal True Witness of May 9.

We left the Bonaventure Street Depot at 6.30 p.m. on the 19th ultimo, and were whirred along at railroad speed towards our destination. The night was clear, the air fresh and bracing, and the moon rose in an unclouded sky. Onward we sped and soon the shrill whistle of the locomotive gave warning that we were approaching the first stopping place, and anon the granite cliffs of Pointe Clair appear on the left glittering in the moonlight. Halt! cries the engineer and the snorting horse comes to a stand. We discharge and take on and off we go again, and soon the waters of the Ottawa are heard rumbling at St. Anns and, the lines of Moore, written more than half a century ago, recur to our memory, when struck by the beauty of the surrounding scenery, and fired by the genius of the poetic fancy, he burst forth in the following stanzas:-

Faintly as tells the evening chime

Our voices keep tune, and our ears keep time

Soon as the woods on shore look dim

We'll sing at St. Anns our parting hymn;

Row, brothers, row, the stream runs fast,

The rapids are near and the daylight's past.

St. Ann's rendered famous by the poetry of Moore, may thy picturesque solitude be undisturbed by the innovations of man, save in the pursuit of all that is lovely in nature.

Isle Perrot was traversed and another branch of the Ottawa, and the elm trees of the pic-nic grove at Vaudreuil are seen in their leafy majesty, throwing their dark shadows on the crystal water and courting in their very nakedness the half stifled denizens of the crowded city to seek beneath their lofty branches free respiration and repose. Well we do remember, not one year ago, having attended a pic-nic on these favoured grounds, given under the auspices of the St. Patrick's Society of this city, and conducted with all the success and decorum characteristic of the efforts of the Association. We sincerely hope the St. Patrick's Society will, during the coming summer, give the citizens of Montreal the opportunity of again spending a few happy hours beneath the shady elms of Vaudreuil, on the banks of the Ottawa and we are confident that the gentlemanly proprietor (Mr. Harwood M.P.) will be all too happy to place the grounds at the disposal of the Society.

But, reader, we are digressing, you will pardon us, we hope, and bearing in mind that memory brings back many a happy feeling, accompany us a little further.

Coteau Landing, west of Coteau, famous for the rapids and dilapidated forts and other places of minor importance, were passed in rapid succession and at last we reached "Cornwall, fifteen minutes for refreshments" cried the conductor; amen we said and into the railway restaurant we popped, fully determined to make the most of the time allotted. There, sure enough, was a sight sufficient to gladden the hearts of hungry travellers, two tables the length of the room covered with a profusion of beef steaks, chops, sausages and other kindred strengtheners of the human system, made us for a time, forget the ethereal ecstasies of spiritual meditation, and fortify the inner man.

All aboard and off we go, following the escorting steed that leaves a trail of fire behind him until we reach Prescott Junction. There, we had to wait a full hour for the passengers by the boat from Ogdensburgh who were going west. It being past midnight, we grumbled at the delay, but it was of no use, we must either wait or walk one mile to Prescott, where we were to remain over night for the morning train to Ottawa.

St. Lawrence Hall and Campbell's Hotel &c. &c. greeted our ears on our arrival at Prescott, and ere we had time to reflect, the liveried messengers of the first named house seized our luggage and bore us all off in triumph but had we known our old acquaintance Campbell of Ottawa, had removed to Prescott, we certainly would have chosen his hospitality.

The trip from Prescott to Ottawa (54 miles) is through a country of unprepossessing appearance. Although there are several stopping places, with the exception of Kemptville, there is no place (visible) of any note; there are, I believe, several thriving villages back from the stations. On nearing Ottawa, the country assumes a more fertile appearance, and from the back platform of the cars we can see, on Barrick Hill, the massive proportions of the Parliament Buildings with their gothic towers, not completed, and surmounted with many flags fluttering in the breeze. For a moment, friend W. and myself are puzzled to know the cause of this unusual display of the colours of the rainbow, but only for a moment; for we remember that the veteran Colonel, the Premier of Canada, has preceded us on a visit to the future capital to inspect the buildings and push on the works as rapidly as possible, in order that the collective wisdom of the Province may at an early day have a permanent habitation and a home, and these signs of joy are hoisted by loyal citizens on his arrival to manifest their confidence in the purpose.

The party stays at the Russell House. More.

Bruin

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**Ottawa and Prescott*

The Citizen of Friday last announces in double headed 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.

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.

20/06/1864 *Kingston Whig Standard**Ottawa and Prescott*

THE RAILWAY QUESTION - The Citizen of Friday last announces in double headed 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 opposition of the Ottawa and Prescott municipalities to the bill now before Parliament.

**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.

**28/06/1864    Ottawa Citizen                                      Ottawa and Prescott**

On motion of Mr. BELL (Russell) the House went into committee on the bill for the relief of the Ottawa and Prescott Railroad Company.

Mr. SHANLY moved, in amendment, that the bill should not take effect without the consent of the municipalities of the City of Ottawa and the Town of Prescott.

Yeas 35; Nays 24.

Mr. BELL said that thus amended the bill was worthless. He moved that the committee rise. Carried.

The committee rose without reporting, which destroys the bill.

**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.

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**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 sheriff's office, and find that a warrant is in the hands of the sheriff directing him to take from the township of Elizabethtown the sum of two thousand eight hundred and eighty-eight dollars on account of interest due on debentures issued to aid the Brockville and Ottawa Railway Company and I am informed and believe that the Clerk of the Corporation of Elizabethtown is now striking the rate to be levied on the Township. I think that the Company would see the injustice of allowing a tax to be levied to pay this sum. In allowing it they are breaking faith with the corporation which aided them in building their Railway.

More.

**07/10/1864    Ottawa Citizen                                      Ottawa and Prescott**

The position of the Ottawa and Prescott Railway Company came up for consideration, when it was moved by Conn. Duck, seconded by Coun. Berichon, This meeting of the Council although called "for the consideration of Finance Reports," having had placed before it the letters of the President of the Ottawa and Prescott Railway Company, and the Solicitor of the Grand Trunk Railway Company, with reference to the position of the chancery proceedings against the Ottawa and Prescott Railway Company, and others, in respect of the first mortgage bonds of such last mentioned Company, and incidents arising out of such proceedings affecting this Corporation - all the members of the Council being present - in view of the pressing emergency presented by such letters, His Worship the Mayor, Ald. Cunningham, Friel and the mover are hereby appointed a special Committee to take the subject matter of such letters into consideration, and to report to this Council immediately what should be done in reference thereto, with authority to instruct his Worship, or, in his absence, the City Clerk, to call a special meeting of this Council to consider such report, and that in the meantime His Worship the Mayor is instructed and authorized in conjunction with the City Solicitor, to take any steps they may consider advisable to protect the interests of this Corporation. - Carried

**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 allow one week from the date of this letter, and unless 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 give 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, commecrially, to say nothing of

what the effects may be as to the removal of the seat of government.

*12/10/1864 Kingston Daily News Ottawa and Prescott*

THE OTTAWA AND PRESCOTT RAILWAY - The Ottawa papers contain correspondence etc. Quote from Montreal Herald  
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*14/10/1864 The Union, Ottawa Ottawa and Prescott*

Report of special Railway Committee of Council.

We copy the following letter from the Union of yesterday :

To the Editors of the Union

Sirs, In the correspondence referring to the Railway difficulty, published by Mr. Bell in his paper of the 11<sup>th</sup> inst., he omitted to publish my reply to his letter of the 6<sup>th</sup>., wherein he asks me to become personally liable as security for the Rolling Stock, the publication of which I consider not only due to the public as well as to myself ; I therefore solicit the use of your columns, and beg to reproduce his letter, as well as my reply thereto. - -

Ottawa and Prescott Railway Office

Ottawa, Oct. 6th, 1864.

Dear Sir, I have yours of this date in reply to mine of the 4<sup>th</sup> 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," appear after it, that will be only as addition. All I have to say further 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.

Mayor's Office, City Hall!,

7th October, 1864.

Dear Sir, - I have yours of this date addressed to me as Mayor, suggesting that my individual signature and responsibility will be satisfactory as one to the proposed Bonds to be given for the Rolling Stock of the Ottawa and Prescott Railway.

And in reply beg to say, that though anxious in the public interest that no obstacle should arise to the continued running of the road, having taken no action in regard to the Railroad matters, except officially, a Mayor of this city, and holding no position of responsibility as regards its management, even as a Director, I cannot conceive it my duty, neither is it reasonable to expect that I should even be asked to place myself in a position of so great personal responsibility, in a matter of such apparent complication as the affairs of the road at present appear to be.

Your very respectfully,

M. K. Dickinson.

To Robt. Bell, Esq.,

President O. & P. Railway.

As far as my action is concerned in regard to the correspondence or otherwise, I wish to leave it to the public whether I have acted right or not. In Mr. Bell's editorial, he says :

" It is doubly to be regretted that in a case of this kind, where very small risk for a few days was the sum total of the liability, parties who were efficient in defeating the Railway Bill and took credit therefor in print, met this request with a refusal. We give 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,"

The only conclusion I can arrive at is that he desires to show that the responsibility for the present stoppage of the road should rest on my shoulders. I therefore think it but just that I should clear myself from such a false portion before the public. As to my having taken credit in print for having successfully opposed his Railway Bill, the following is what I have said, as published in his paper of the 1<sup>st</sup> July last:

"On the subject of the Railway Bill I wish to say that, in conjunction with our City member, the member for the Division, and others interested - without reference particularly to our individual opinions as to the merits of the Bill as affecting the future true interests of this Municipality - we jointly considered it our duty to be guided by the expressed decision of the City Council on the subject; and, in conjunction with the Municipality of Prescott, opposed the bill - an opposition which resulted in its present defeat or withdrawal. "

And I think any candid mind will agree with me, that I only done my duty as Mayor in following out the instructions of the City Council, and for which, right or wrong, I should not be considered personally responsible. Then as to the security or risk required of me, individually, being, as he terms it, " trifling," I have the best authority for stating that it might be of a very serious character - really so much so, in his own estimation, that Mr. Bell, himself, would not rest under it, otherwise the road would not at this moment be stopped. This being the case I consider myself perfectly justifiable in refusing, more particularly, as stated in my reply, having no personal connection with the road or its management.

Mr. Bell also says" he reproduces a portion of the correspondence, because it appeared in the Union, otherwise he did not wish to interfere with the proceedings of the private parties. "

I really cannot conceive how Mr. Bell could view the letters referred to as private. Letters which were addressed to me "as Mayor," asking me to become security "as Mayor", and were regularly laid before the City Council, and answered in accordance with the request; those letters of course, became City property, and as such found their way into the columns of the Union.

I remain your ob't servant,

M. K. Dickinson.

Ottawa, October 12th, 1864.

We published the above, because we desire to place before the public the fullest information that we can obtain in relation to the subject. The letter from the Mayor, in reply to Mr. Bell, was, unfortunately, by him marked "Present." It was dropped in the Post Office, so marked. Not unnaturally, in the hurry of making up the mail, the Post Office officials took the word "Present" appearing as it did after the words "Robert Bell, Esq., President Ottawa and Prescott Railway, " to be "Prescott." the letter was accordingly sent to Prescott. The mistake was discovered there, and it was sent back to Ottawa. Yesterday, (Thursday) after having gone this circuit, it came into Mr. Bell's hands, bearing the Ottawa postmark of the 10<sup>th</sup> and that of Prescott of the 11<sup>th</sup> - the letter itself bearing date the 7<sup>th</sup>, three days before it was mailed at Ottawa and before it commenced its journey to Prescott. It is obvious that, not having been delivered to Mr. Bell, it could not appear in the Ottawa Citizen of Tuesday with the letter to which it was a reply. The responsibility for its non-publication, therefore, does not rest with Mr. Bell. If the MAYOR of the city so marked his letter that it did not reach that gentleman, or this office, the fault was his own. We have no desire to complain of the MAYOR, or to find fault with him. But if he gratuitously makes an attack, he must expect a reply in due course. Still, however, much he may have provoked hostility, our wish is to consider the public interests rather than personal differences or literary disputations.

As regards the railway question one fact is clear, settled and indisputable. Mr. Bell was held accountable for the rolling stock. He desired that those who caused the difficulty should also be accountable. He was determined that they should acknowledge, and be responsible for, the paternity of their own child; in other words the present trouble. The condition of things was brought about by their own proceedings. Mr. BELL did his utmost to keep the road open. They opposed him; and if we, at this moment, have to regret the closing of the road, the fault is theirs. The point is this. They were asked to be sureties. All dependent upon the security. Letters, or pretensions, or talk, afforded no security to the Sheriff. Would they risk, or would they not? That was the question. Had they become sureties, along with Mr. BELL, the Road would have been open. They refused; and, therefore, it was closed. The MAYOR says, and perhaps truly, that, as MAYOR, no law authorized him to do as required. But we may well understand that where there is a will there is a way. Under former circumstances, whether Mayor or not, who was security for that same Railway? To declare, as Mayor, that no law authorizes him is simply to say "I will not do it. " An excuse is this all that according as circumstances may

happen to afford the shape of the excuse.

If the railway is not open this day, the people of Ottawa have to look to their Corporation. Upon them rest the responsibility. It is great; it is serious. But however great, or whatever may be its character, upon the Corporation of the city rests the responsibility of the blame. The Ebbw Vale and Coalbrook Dale Company - the oldest, the most wealthy and one of the most respectable joint stock companies in the world - were disposed to treat them most generously. A year ago the acting partner took part in the proceedings connected with the railway. The Company decided that the Bill which Mr. BELL introduced should pass. That Bill was more advantageous to the city than to that company. It is needless to say the Bill was defeated. But it need not be supposed that the Ebbw Vale Company or the other creditors will stand as they were, and put aside their claims. The course taken by the corporation of the city tells them in so many words that they are to be opposed and to be trampled upon. How can it be expected that they will submit? Would it not have been wiser to have joined with them and to have acted together as friends, when the total outlay, the entire benefit, accrued to ourselves? If the Corporation imagine that, by abusing Mr. BELL - by opposing the Railway, and opposing the Ebbw Vale Company - by setting up hostility to all other interests, as appears now to be their policy - they are doing something clever, they are woefully mistaken. They may, by this course, individually please themselves and their particular personal notions; but they are doing it at the sacrifice of the best interests of the city. We will not quarrel with them, nor will we raise further difficulties. We desire the prosperity of the city, and most bitterly do we deplore the course which the Corporation has taken.

The Bill which was introduced by Mr. BELL during the last Session of Parliament was for the purpose of raising money to put the Road in proper condition, to add to the Rolling Stock, and to make it capable of doing the service which the great highway between the Capital of Canada and the main line of communication in the country should be prepared to do. The bridges on the Road are of wood. 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 trains to pass over it. Although the Railway is now closed, we can state, as a fact within our own knowledge, that, even with the most 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 a portion being rotten it would not be safe. Those connected with the Road, who were also connected with the advancement of the city, were desirous that it should be put in first class condition. To proceed with the renewal of ties, the improvement of the bridges, and the increase of rolling stock, money was required. How was this to be raised? Only one way was practicable, and that was by obtaining the necessary legislative authority to make the amount required a first-charge on the road. Those who then had the first charge - the Ebbw Vale Company - most generously agreed that the money should be obtained, and were willing to assist. But our own municipalities, Ottawa and Prescott, took an opposite view. They were unwilling that a quarter of a million of dollars should be raised to improve the line of communication to this city. They opposed Mr. BELL'S Bill: they succeeded in defeating it; and we are now suffering the sad results.

Some are so foolish as to decry the bill. They pretend to believe, incredible though it may appear, that the expenditure of \$250,000 upon the railway in the construction of good buildings at the terminus, and in placing the whole concern in first-class condition, in a business-like way, would have been injurious to the city. While we refuse to acknowledge any sympathy with such folly, we regret that any parties could possibly, for a moment, have been so thoughtless. In what respect could Ottawa have been injured? Would it have been by the expenditure of the money? Could Ottawa have been injured by putting the railway in good order? We may even ask, could Ottawa be injured by keeping the railway open? Is it in the interest of Ottawa to embarrass the railway company so far as to compel the stoppage of the road? Is it in the interest of Ottawa that the trains should be held by the Sheriff, or that they should pass over the road in the performance of ordinary service? Is it in the interest of the city that the road should be stopped at the moment that the line from Brockville to Arnprior is opened? These are important questions which the people of Ottawa would do well seriously to ponder over, if they are not prepared to see their own best interest ruthlessly sacrificed at the shrine of ill-nature, ignorance and incompetency.

*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.

*17/10/1864 Kingston Daily News Ottawa and Prescott*

It seems that the stoppage of the trains on the Ottawa and Prescott Railway, may, perhaps, result in the stoppage of the works on the Parliament Buildings, as large quantities of materials were transported by that line.

*18/10/1864 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.

Page 2 columns 1 and 2

*20/10/1864 Kingston Weekly British W Ottawa and Prescott*

OTTAWA & PRESCOTT RAILWAY

Page 3 column 1

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 £40,000 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.

The above carried in the Kingston Daily News of 27 october 1864.

We give the following from the Prescott Messengerr :

The public were considerably astonished last Tuesday, on learning that the Ottawa and Prescott Railway was closed, and that the rolling stock was in the hands of the Sheriff. The seizure was made at the instance of the Grand Trunk Railway Company, who held a Chattel Mortgage on the rolling stock, for moneys advanced under the "Omnibus Bill " of 1858. The only notice the public had of the affair, was a letter from the Grand Trunk Solicitor, a few days before, threatening this course, and this looked so much like an attempt to frighten the municipalities, that few believed it would be carried out, even as far as it has been. We do not, however, believe that the road will be long closed. The reason why this inconvenience is submitted to now, is this. The Grand Trunk Company desire to get hold of this road, but they desire first that the Ebbw Vale Iron Company should put it in a thorough state of repair, that they may find it in good order when they lease it. We have no objection to the road passing under the control of the Grand Trunk, and did not oppose the Relief Bill of last session with any such object in view. On the contrary, we believe it would be rather an improvement than otherwise, to have it put upon a fair commercial basis, and the tribe of leeches who have so long fattened on its vitals, sent elsewhere to earn a livelihood. But what we objected to, and what the Town of Prescott contested, was the passage of a Bill putting the sum of \$250,000 as a first charge over their second mortgage and thus depriving them of the slight security they now possess. This stoppage of the road is avowedly for the purpose of causing a settlement of the dispute between the Ebbw Vale Company and the municipalities, when no such dispute existed. In reality, it is an attempt to coerce the municipalities of Prescott and Ottawa, into an abandonment of their claims against the Company, and we have no doubt that Mr. Robert Bell is the concocter of the plot. When he found his Bill so amended last session as to protect existing rights, he withdrew it, feeling able to devise a scheme which would force the municipalities into a consent. Has he succeeded? We hope not! A fair compromise of the claim the Town of Prescott would agree to, and we presume the city of Ottawa would also; but in meantime proper steps have been taken to defend our interests. So far as our Town is concerned, we do not know that we are so much injured by the stoppage we do not know that so many interests suffer that we cannot stand the delay as well as those who have arranged to stop the road.

The Ottawa and Prescott Railway- is an important feeder of the Grand Trunk the rolling-stock of the former is of the narrow gauge, [sic] and consequently of no value to the latter to use, and if in the condition Mr. Bell asserts, certainly would not bring a very high figure, if exposed to sale. In what way, then, would its sale advantage the Grand Trunk? In no way. There is little or no doubt the seizure was thus brought about: Robert, the Ottawa and Prescott Railwayman, writes his brother John, the Grand Trunk Solicitor, telling him that the only way the municipalities can be humbugged out of their security is by seizing the rolling-stock under the chattel Mortgage; and he suddenly becomes so anxious to realize that no delay can be allowed. O Tempora! when will men divest themselves of trickery, and meet each other with truth and straightforwardness in such matters?

Here is repeated the misrepresentations which have misguided the Town Council of the Town of Prescott, The whole article is truthless, and otherwise ridiculous. But we think it represent the views and feelings of the parties who are acting with our own deluded City Council. When men, who should be reasonable, so far forget themselves as to descend to such nonsense, we may well pity those who depend on their judgment. Any amount of injury may be caused by them, but there is no hope of good resulting from such a course of falsehood.

If it were not too serious for ridicule and joke, it would be amusing to compare the representations made by the Union and the Prescott Messenger with respect to Railway matters. The Union says " if the Government desire it, ten minutes negotiation with Mr. Brydges will induce him to withdraw his little execution of \$20,000, and the road can be in operation ten minutes thereafter." The Prescott Messenger puts the case quite differently. One thing would appear from this in their favour: that there is not concerted action that there is not a well-organized conspiracy among the mischief-makers. Whatever has been their condition or their arrangements heretofore, it is quite clear that in their falsehoods, latterly, they have fallen foul of one another in queer fashion, and at the same time have verified the truth of the old adage that " liars require good memories."

When men set about perpetrating a great wrong, they commonly consult, conspire and plan among themselves, and proceed according to their arrangements. That has been done in this case; but now, apparently feeling that they have accomplished their purpose, the conspirators begin to show- that their organization is either at an end or very defective. One justifies his course on one misrepresentation; another, on another. The public can judge of the truth and honesty of the conspirators when it is borne in mind that these representations, which so contradict each other, are the justification for the course which they have pursued and the mischief which they have effected..

PRESCOTT AND OTTAWA RAILWAY

In accordance with notice previously given, the Deputy Sheriff of Carleton has sold, at the instance of the Grand Trunk, the rolling stock of the Ottawa and Prescott Railway. The purchaser was a Mr. John Bell, and the amount realised \$301. On the name of the purchaser being asked for by the Deputy Sheriff, the name of C.J. Brydges was given. It will be seen by this that the Grand Trunk Company, true to their instincts of monopoly, have at length succeeded in getting this road within their clutches.

From the Merrickville Star-Chronicle of 25 April 1912

21/10/1864 Ottawa Citizen Ottawa and Prescott

With respect to the Ottawa and Prescott Railway matter, our neighbor, the Union, of the 18th, says :

Now, the fact is, that the rolling stock of the Ottawa and Prescott Railway has been seized upon by order of the Solicitor of the Grand Trunk Railway, under a judgment obtained at the suit of Robert Lees on notes granted to Robert Bell, President of the Ottawa and Prescott Railway. How is the City Council of Ottawa responsible for this? The Ebbw Vale Company have a mortgage, and they are foreclosing it. The Grand Trunk claim the rolling stock under a mortgage of a questionable kind, and they threaten to remove it. Has the City Council of Ottawa induced either of these parties to take such a course?

Naturally, honest innocence is always admired. But an awkward and dishonest attempt to represent innocence is exceedingly contemptible. Did not the Union of the 17th May last publish the Bill, introduced last session for " the relief the Ottawa and Prescott Railway company ?" Do they not know that the seventh section provided that all debts and liabilities were to be satisfied in a certain way ? They ask ' How is the City Council of Ottawa responsible for this?" that is. the present judgment. Again, they ask. "has the City Council of Ottawa induced either of these parties," the Ebbw Vale Company or the Grand Trunk, to take such a course?" We reply, that the City Council is responsible for the first, and for all the other items. And more than that: they, and the Prescott municipality together, are responsible and blameable, wholly and totally, for the present Railway difficulties, and for all the consequences that may result therefrom. The seventh section of that Bill provided for the case which now gives the trouble, and for all others of a similar character. They would have been equitably and fairly settled. The City Council of Ottawa and the Town Council of Prescott opposed that settlement; and hence the action of the claimants, and the stoppage of the Road.

Such ignorance, or pretetided ignorance, on the part of the Union, who has been the adviser of the deluded committees and those who have acted with them. is unpardonable. At this late hour, when the mischief is done, when the consequences of their ill-doing are sadly realized, it is no consolation to them to have the Unions pretended innocence and ignorance. " How is the City Council of Ottawa responsible for this," they say. "has the City Council of Ottawa induced either of these parties to take such a course?" Yes, tho City Council of Ottawa and the Town Council of Prescott have caused all the trouble. We repeat it ; the fact is open and beyond dispute. Let any man read the seventh clause of the Bill that was published in the Union of the 17th May last, and then decide for himself. Had that Bill been allowed to pass, many a man who suffers this day would have had his money in his pocket .But little does the Union care, and nothing does the City Council of Ottawacare, whether individuals or the public are ruined or not. They are pressing their law-suits at the cost of the taxpayers; not a penny comes out of their own pocket; while knowing as they must, that they are doing so in a way that is not only losing the money hut pushing matters from bad to worse..

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 page 2 col 1

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.

The above carried in the Kingston Daily News of 27 October 1864 and the Hamilton Spectator of 28 October 1864

28/10/1864 Kingston Whig Standard Ottawa and Prescott

We learn from th Ottawa Citizen that on Thursday last, the rolling stock of the Ottawa and Prescott Railway was sold at Railway Depot, under writs of fieri facia in the hands of the Sheriff. The property submitted for sale consisted of 3 engines, 26 box cars, 23 flat cars, 3 first-class cars, 9 second-class cars, and 2 baggage cars ; and the whole was bought in by Mr. Brydges, on behalf of the Grand Trunk, the principal mortgagee, for the nominal sum of \$301.

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.

Pages 2 and 4

03/11/1864 Kingston Daily News Ottawa and Prescott

FREIGHT TO OTTAWA - The traffic between this city and Ottawa has so much increassd sines the stoppage of the trains bstwaen Ottawa and Prescott, that the proprietors of the line of the Kingston and Ottawa steamers have had to put on an extra boat to cany the surplus freight passing downwards. This is bringing into requisition soms of ths old boats of the line, which hare not mads their appearance here for a long time previously..

03/11/1864 Hamilton Spectator Ottawa and Prescott

THE OTTAWA AND PRESCOTT RAILROAD - As our readers know this road has been closed for some days on account of financial difficulties There was a meeting of Mr Brydges, Mr Reynold and others interested in the Railway on Monday night at Ottawa at which Mr Brydge made a projxition whichIf adopted would have the effect of re-opening the road. It was to have been taken into consiicratlon on Tuesday but the answer returned has not yet transpired.

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. Hopes were entertained for several days past that arrangements could be made with the City Council, who caused the stoppage of the road, which would have allowed trains to run; but the efforts made by the other parties interested to that end have resulted in failure.

The difficulty is a difference or dispute amongst creditors. The Ebbw Vale company, the Municipalities of Ottawa and Prescott, and the Grand Trunk Railway company are mortgagees, holding a security for money advanced, or promises given, upon the property of the railway. The Ebbw Vale Company and the Grand Trunk Railway company desire that the road should be kept open, and have acted very liberally throughout. The municipalities who derive the benefit from the railway, or are mainly interested in keeping it open, take a different course. They insist upon having terms from the other creditors that cannot be accepted. To go over the whole story - to repeat the facts which we have so often repeated - would be irksome to our readers, and cannot be necessary in any respect. It is enough to say that the Corporation of the City of Ottawa set aside the interests of the city - the hopes of the city - the absolute necessity of the city and only regarded, their own petty dignity and their own unjustifiable temper. It matters not in their eyes that Ottawa will be injured at this critical moment - that the position which belongs to Ottawa politically will in all probability be sacrificed. The cheap dignity of our August Corporation must be maintained, whether Ottawa sinks or goes to ruin. The hopes which we held a few days ago of an arrangement between the Corporation and the other parties interested are dissipated. Mr. Brydges came here to meet our Corporation with a view to the opening of the road. Complaints had been made that Mr. Bell was obstructive. Parties who were active in this matter spoke over and over again of Mr. Bell as being the obstruction. Mr. Bell moved aside and informed all parties that he desired that the road should be open for traffic; that he had done his best to keep it open for traffic; and that now he was prepared to leave them to make their arrangements amongst themselves, and to assist them in carrying out any arrangement that they could make. He was willing to do his utmost to assist them as soon as they could agree upon anything; or in any way that he could with self-respect meet their wishes, he was ready - only, as he had always desired he would use his utmost efforts, whether they abused him or not, to have the Railway communication open between this city and Prescott.

A committee of the City Council of which Mr. Duck is chairman, met Mr. Brydges on Monday evening last. What past between them we are not prepared to say, except, we are led to believe that, Mr. Brydges gave them a memorandum in writing, which was to have been returned to Mr. Brydges by Mr. Duck with an answer in writing. The memorandum, we understand, was not returned; nor was an answer received by Mr. Brydges. The matter rests between Mr. Brydges, Mr. Reynolds and the Corporation of Ottawa and Prescott. They are the creditors or their representatives. The proceedings have made the Company powerless. The Company possesses the franchise, and can alone run the road. Beyond that, they can do nothing. Mr. Bell and his friends have done their utmost to keep the road open, and could have succeeded but for the opposition of their own City Council. He has now withdrawn, and does not in any way interfere with it. The matter rests wholly between the City Council and the representatives of the first mortgagees and the Grand Trunk Railway Company.

In the interests of the city we may be allowed to have a word. We have seen a long report from a Special Committee of the City Council on this Railway subject. We have seen connected with it in print, published at the expense of the city, a correspondence between Mr. Bell and the Attorney General, and other gentlemen of seven or eight years ago. We have seen everything that did not belong to the present case, but nothing that did tend to any value. On the 5th of October a resolution, was adopted by the City Council, appointing a committee. It was as follows: -

"Moved by Coun. Duck seconded by Coun. Berichon. This meeting of the Council although called 'for the consideration of Finance Reports', having had placed before it the letters of the President of the Ottawa and Prescott Railway Company, and the Solicitor of the Grand Trunk Railway company, with reference to the position of the chancery proceedings against the Ottawa and Prescott Railway Company, and others, in respect of the first mortgage bonds of such last mentioned Company, and incidents arising out of such proceedings affecting this Corporation - all the members of the Council being present - in view of the pressing emergency presented by such letters, His Worship the Mayor, Ald. Cunningham, Friel, and the mover are hereby appointed a special committee to take the subject matter of such letters into consideration, and report to the council immediately what should be done in reference thereto, with authority to instruct his Worship, or, in his absence, the City Clerk, to call a special meeting of this Council to consider such report, and that in the meantime His Worship the Mayor be instructed and authorized in conjunction with the City Solicitor, to take any steps they may consider advisable to protect the interests of this Corporation. - Carried."

We have seen the worthless report presented by this Committee - a report which reported everything but what was needed. What correspondence has taken place in the three or four weeks that have elapsed since the appointment of the committee? Did Mr. Duck write any answers to Mr. Bell? Did he write any letters to Mr. Reynolds? Did he write any letters to Mr. Brydges? Did he write any letters to any other parties? Did he do anything? We know as stated above, that he met Mr. Brydges and we know that he received a written memorandum from Mr. Brydges which he promised to return to him with an answer, and which he did not return and to which he gave no answer. Did he write the parties above named, and did he receive an answer from them? We may presume that he did write; and if he did write and did receive answers, why have not the Cooperation with their usual anxiety to publish things, place these letters and these replies, and all the information so obtained, before their constituents? Are we to understand that a correspondence between Mr. Bell and the Hon. John A. Macdonald, the Hon. John Ross and other gentlemen of seven years ago, which appears as a record simply of Mr. Bell's proceedings in obtaining pound 50,000 sterling to aid the road, is to be the justification of the Corporation for closing the road? Why do they suppress, as they have done, the whole of the correspondence that has taken place within the last three months, excepting only Mr. Bell's letters to Mr. Dickinson and Mr. Skead, and their replies? Everything else is buried - is kept secret - is suppressed. We decide to see the Railway open. This city has too much interest in the thoroughfare - and has too much interest in having Railway communication with the outer world - to allow either the feelings, or the dignity, or the pretensions of Mr. Duck and his committee, or the City Council, to prevent our placing the case before the public. Let them publish everything; let them do their duty; let them show that they are justified and ruining the best interests of this city.

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.

Articles on Ottawa and Prescott. Pointing fingers etc.

Page 2 Columns 1 and 2

Page 3

OTTAWA AND PRESCOTT RAILWAY - The City Council of Ottawa have authorized their Railway Committee to close with Mr. Brydges in his proposal to authorities in reference to this road, and thus secure its re-opening for purposes of traffic.

**10/11/1864 Kingston Daily News Ottawa and Prescott**

We hear from Ottawa that Mr Brydges as representing the Grand Trunk Railway Company, and Mr Reynolds as representing the Ebbow [sic] Vale Iron Company, have made a proposition to the Corporation of that city, with the view of settling the Ottawa and Prescott Railway difficulty, which has been accepted. The same proposition, we believe, will now be made to the Corporation of Prescott, and we should fancy will be also accepted. There is, therefore, a prospect of the re-opening of this railway, which is desirable. The road, we believe, is greatly in need of repairs and the greater part of the ties rotten and worn out. These will require to be replaced. The principal feature of the arrangement, which is of public interest, is that the gauge [sic] of road will be widened to correspond with the Grand Trunk. We believe it is furnished with rolling stock, so the principal part of the expense will be the alteration of the roadway itself. - Gazette.

**11/11/1864 Hamilton Times Ottawa and Prescott**

The Ottawa and Prescott Railway difficulties have been arranged. Trains will commence running again in a few days.

**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.

**11/11/1864 Montreal Gazette Ottawa and Prescott**

#### OTTAWA AND PRESCOTT RAILWAY

The following is a special telegram from Prescott, dated yesterday.

"The parties interested in the settlement of the Ottawa and Prescott Railway have met to-day, in this place, the representatives of the Municipality of Ottawa, and a number of influential inhabitants. An arrangement has been come to, which is satisfactory to Ottawa and Prescott, and it is expected the road will be opened again as early as possible next week."

The public will learn this intelligence with satisfaction.

**11/11/1864 Kingston Daily News Ottawa and Prescott**

The Globe's special telegram of last night says that the Ottawa and Prescott Railway difficulties are arranged, and that trains will commence running again in a few days.

**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 Kingston Whig Standard Ottawa and Prescott**

OTTAWA AND PRESCOTT RAILWAY - The following is a special telegram from Prescott "The parties interested in the settlement of the Ottawa and Prescott Railway have met today, in this place, the representatives of the Municipality of Ottawa, and a number of influential inhabitants. An arrangement has been come to, which is satisfactory to Ottawa and Prescott, and it is expected the road will be opened again as early as possible next week" The public will learn this intelligence with satisfaction.

**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.

**18/11/1864 Kingston Daily News Ottawa and Prescott**

ARRANGEMENT FOR WORKING THE OTTAWA AND PRESCOTT RAILWAY  
Page 2 columns 5 and 6

**19/11/1864 Kingston Whig Standard Ottawa and Prescott**

It is understood that the Grand Trunk assumed the management of the Ottawa and Prescott Railway today. The road, it is said, will be widened to the broad gauge in the spring, when passengers from Montreal and Toronto will be set down at Ottawa on the evening of the same day without change of cars.

**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 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.

**09/12/1864 Perth Courier Brockville and Ottawa**

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 Perth Courier*

*Brockville and Ottawa*

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*24/12/1864 Kingston Whig Standard Ottawa and Prescott*

APPLICATION TO PARLIAMENT

--For an act to amend the Acts relating to the Ottawa and Prescott Railway