

Local Railway Items from Area Papers - 1866

04/01/1866 *The Times, Ottawa* *Ottawa and Prescott* *Wood*

Advertisement - tenders for cord wood. To be in by 10 January 1866.

20/01/1866 *The Times, Ottawa* *Ottawa and Prescott* *Kemptville*

Yesterday the freight train on the O. & P.R., carrying the through mails, did not reach this city until two o'clock, owing to an accident to the engine at the Kemptville station. An engine was immediately sent from Prescott in order to replace the broken one, which brought the train to this city. The mail train in the evening arrived on time.

31/01/1866 *The Times, Ottawa* *Ottawa and Prescott* *Rideau River bridge*

The new bridge in course of construction near the railway station, and which will span the Rideau, rapidly approaches completion. The structure will be 400 feet long, by 20 feet broad, the platform being supported by massive arches of timber springing from stone abutments whose foundations are laid in the bed of the river. The new piers of masonry are broad and solid, capable of withstanding the force of the powerful current at this point and the greatest strain to which it may be subjected by the cars. In addition to the railway track, there will be, at one side of the bridge, a footway for passengers. The bridge will be covered in at the sides, but not overhead, which will expose the floor or platform to the effect of the weather at all seasons. The timber used in the structure is white pine, iron to the amount of 3,900 lbs being also made use of in the work. The bridge is expected to be completed by the 15th of April, after which the old one will be taken down, being no longer necessary. The contractor is Mr. Wm. Ellis of Prescott, Mr. Wm. Snooks being the sub-contractor and Mr. Heyburn the gentleman conducting operations.

26/02/1866 *The Times, Ottawa* *Ottawa and Prescott*

We learn that a splendid new car for the use of the directors, and for State occasions, has been put on the Ottawa and Prescott Railroad. The car is fitted up in a style of great luxuriance and in a manner to combine the comforts of a state room and parlour.

27/02/1866 *The Times, Ottawa* *Ottawa and Prescott* *Rideau River bridge*

This fine structure rapidly advances to completion. It is an arch and chord bridge of four spans of one hundred feet each; the piers are of solid masonry. The suspension is altogether made with timber, and the bracing is of iron. The breadth of the bridge is 20 feet overall; the main or railroad track being about 16 feet, leaving the rest of the space for a footway. The following quantities of materials are used in the construction of the bridge:- 122,232 F.B.M., pine timber; 5,412 F.B.M. oak timber; 24,200 lbs. wrought iron; 6,468 lbs. cast iron.

The bridge is expected to be completed and in condition for use about the middle of March, which will be about the stipulated time. The intention is also to remove the old bridge before the freshets. Workmen are now building ice-breakers to protect the piers of the new bridge. Mr. William Ellis of Prescott is the contractor, Mr. Simms, the engineer, and Messrs. Braden and Hibbard have been the foremen; Currier & Co, have supplied the timber; N.S. Blaisdell & Co., the wrought iron, and Jones and Dousley, of Prescott, the cast.

10/03/1866 *The Times, Ottawa* *Ottawa and Prescott* *Prescott*

The Prescott Telegraph correctly states that an immense freight business is now being done at the railway depot at Prescott. The Ottawa and Prescott Railway is being worked to its fullest capacity, day and night, in conveying lumber for the American market. Sixty cars and two engines have been brought over in bond from Ogdensburgh to assist in this business, the object being to carry over as much as possible before the expiration of Reciprocity on the 17th inst. The railway ferry boat "St. Lawrence", which can ordinarily carry six loaded cars on her deck at one time, is kept constantly running, day and night. At present the water is so low at the wharf that she cannot make her usual load. , and consequently has to make all the trips possible to keep pace with the demands of traffic. One night lately, she carried over nearly a million feet of lumber to the Ogdensburgh Depot. Vast quantities of flour brought from the west over the Grand Trunk are also seeking an outlet here to the American side. Horses, too, continue to be largely exported, American buyers displaying great activity in view of the speedy doing away of free trade between the two countries.

16/03/1866 *Ottawa Citizen* *Ottawa and Prescott* *Sussex Street*

Guard at the Depot. A guard of a sergeant and twelve men was detailed for duty from the Bells Corners Infantry Company last night at the Railway Station. It is intended in future to detail the same number of men from one or other of the several companies now in town nightly for sentry duty at the Depot.

19/03/1866 *The Times, Ottawa* *Ottawa and Prescott* *Sussex Street*

A portion of the Field Battery left town by the morning train on Saturday, for Prescott. A large concourse of ladies and gentlemen assembled at the station to see the brave boys off, and rounds of cheers were given as the train moved away. Colonel Powell, Deputy Adjutant General, and Colonel Wily, were present and superintended their embarkation.

20/03/1866 *Ottawa Citizen* *Ottawa and Prescott* *Rideau River*

The new railway bridge over the Rideau River is so far completed that trains passed over it yesterday. The structure is really a credit to the architect that designed it.

22/03/1866 *The Times, Ottawa* *Ottawa and Prescott* *Sussex Street*

The St. Andrew's Company was on guard yesterday, Lieut. Brown of the Civil Service Rifles is the officer of the watch for Friday. This company furnished the guard for the Railway Depot yesterday, and No. 3 Rifle Company of Ottawa furnishes it today.

24/03/1866 *The Times, Ottawa* *Ottawa and Prescott* *Sussex Street*

..the Bells Corners Infantry furnishing the guard for the railway depot tonight.

27/03/1866 *The Times, Ottawa* *Ottawa and Prescott* *Sussex Street*

The Argenteuil Rangers furnish the guard for the Railway Depot today--

27/03/1866 *Ottawa Citizen* *Ottawa and Prescott*

William Ellis Esq. of Prescott has taken the contract for fencing the Ottawa and Prescott Railway its entire length. The fence will be substantially built, and gates will be put up at every farm crossing. This will effectively prevent the recurrence of accidents to cattle, horses &c., and straying upon the track.

28/03/1866 *The Times, Ottawa* *Ottawa and Prescott*

Mr. Reynolds, managing director of the O. & P. Railway, has given permission to the volunteers travelling from Prescott to any station on the Railway and back at one fare for each person.

31/03/1866 Ottawa Citizen Ottawa and Prescott Sussex Street

The guard at the railway depot has for the present been dispensed with; we presume on account of the recall of two companies that have been on duty in the city.

16/04/1866 The Times, Ottawa Ottawa and Prescott Oxford

On Saturday morning the freight train due at the Ottawa depot at 11:30 did not arrive until two hours and a half behind time, owing to the tender of the Engine getting off the track at the Oxford Station. There was no other damage done save the delay of placing the tender on the rails again.

20/04/1866 The Times, Ottawa Ottawa and Prescott Prescott

On Wednesday night Mr. R. Beemish, master of the Prescott section of the O. & P. Railway, was running a hand car on the track, at Prescott, when one of the cranks came off, causing him to fall heavily on his breast, The injury resulting from the fall proved fatal, and the poor fellow never spoke after the accident. Beemish was a man highly esteemed by all who knew him. He leaves a wife and six children to mourn his death.

Verdict - accidental death.

23/04/1866 The Times, Ottawa Ottawa and Prescott Kemptville

An accident occurred on Saturday last at the Kemptville station of the Ottawa and Prescott Railway. A young man by the name of Spencer was sitting on the van car, with one of his legs hanging down, whilst the train was in motion; his leg came in contact with the platform, breaking it above the knee. --

30/04/1866 Ottawa Citizen Ottawa and Prescott Sussex Street

We observe that the depot is being decorated with evergreens and the like, preparatory to the arrival of His Excellency the Governor General on Wednesday next. The decorators are displaying much taste in the arrangement, and the old building will look well when the work is finished.

30/04/1866 The Times, Ottawa Brockville and Ottawa

B. & O. Railway annual report for the year 1865. Gives details of mileage operated, equipment numbers, staff, finances etc. Brockville Monitor.

01/05/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

Yesterday evening, seven horses, and four fine carriages belonging to the Governor General's establishment, arrived by the cars from Prescott.

02/05/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

We take this opportunity of stating that owing to the limited space on the platform at the station, the Managing Director of the Ottawa and Prescott Railway is unable to comply with the numerous requests for tickets of admission to witness the presentation of the address; none but members of the Corporation, the societies accompanying them, and the military, will be allowed on the platform.

02/05/1866 Ottawa Citizen Ottawa and Prescott Sussex Street

The managing director of the Ottawa and Prescott Railway has requested us to explain that owing to the very limited space at his disposal on the platform at the station, it has been utterly out of the question to comply with many requests for tickets of admission to witness the presentation of the address by the Mayor and Corporation to his Excellency the Governor General on his arrival today, which has been made to him, and that, for want of space, no gentleman can, under any circumstances, be allowed to come on the platform except members of the Corporation and Societies, who may be engaged in the ceremony.

03/05/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

Full account of the arrival of the Governor General and presentation of the address --

-- upwards of five thousand spectators had congregated. They had taken peaceful possession of a considerable portion of the railway track adjoining the station, and swarmed on lines of empty freight cars, and roofs of adjacent buildings affording a view of the place of reception.

The railway station and surroundings were decorated in a manner which reflected great credit upon the taste and public spirit of Mr. T. Reynolds, the popular and enterprising manager of the Ottawa and Prescott Railroad. The hand rail, enclosing the platform at the station, was decked with evergreens, relieved at intervals with strips of bunting, upon one of which, in red ink, shone conspicuously the loyal prayer - "God Save the Queen." Evergreens were also carried along the eaves of the station itself and round the ends in devices of pleasing effect. Each end of the Station was surmounted by a fine English flag. A handsome canopy was erected at the other end of the Station fronting the Ottawa, under which was a dais, ascended by two steps, whereupon was placed the chair of state to be occupied by His Excellency. The interior of the canopy was lined with scarlet cloth with which material the whole north end wall of the Station was covered. In the centre of the wall and behind the chair was hung a beautiful model of the Royal Arms worked in colored silk on a ground of rich texture. Above was suspended an elegantly framed portrait of Her Majesty. The platform facing this end of the station was covered with tapestry and scarlet cloth and the dais was also covered with the latter material. The handrail facing the above end of the station was hung with blue bunting on which the words "Queen Victoria" were displayed in white letters. The end of the freight station opposite was tastefully decorated with flags and flags, having in a conspicuous place, in red letters, on a white background, the good old English greeting "Welcome". Royal standards were carried on each side of the gable, in the figure of an arch corresponding to the form of the structure. Green boughs surmounted the whole. Then, in addition, gay colours streamed from the tops of the telegraph poles and all the houses within sight. More

-- As the engine, which was handsomely dressed off with evergreens, neared the terminus--

Was met at Prescott Junction by the Corporation of Prescott -- Kemptville where His Excellency left the cars for a few minutes.

03/05/1866 Ottawa Citizen Ottawa and Prescott Sussex Street

Full account of the arrival of the Governor General.

Special left Prescott at half past four and made rapid time and overhauled the regular mail train at Kemptville.

Immense throng.

Platform was covered with carpet and the end of the section house was cushioned and furnished in a manner to render its recognition impossible.

05/05/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

Yesterday afternoon, a young man named Baptiste Groulx, had a cart of wood at the railway track ready to cross. An engine driver about passing, warned the carter not to cross till the engine went by, but the horse taking sudden fright from its noise, or appearance, made a sudden rush across the track, which sudden movement threw Groulx off, upon the rails. The carters body was severely bruised by the fall, and he received some other injuries from the wheels of his own vehicle. Dr. Beaubien rendered all the medical aid possible.

Monday May 7 - the unfortunate young man Groulx, who received such severe injuries at the railway station as reported in the TIMES of Saturday, now lies in a precarious condition and it is doubtful whether he will recover.

22/05/1866 The Times, Ottawa Union Forwarding Chats Falls

Advertisement Grand Excursion on the Queen's Birthday!

-- Excursion from Aylmer to Pontiac calling at Quio village. Chats Rapids and Falls are well worth a visit.--

Passengers taking the morning boat can have the privilege of passing over the Union Railway free of charge--

04/06/1866 The Times, Ottawa Ottawa and Prescott

The Ottawa Field Battery, Capt. Workman, No. 1 Rifles, Capt. Grant and No. 3 Rifles, Capt. Potter, were all astir before light, and in company with 173 men of the P.C.O. Rifle Brigade, have just departed per special train on the O. & P.R.R. for the front.

18/06/1866 The Times, Ottawa Ottawa and Prescott

The establishment of the Ottawa and Prescott Railway Rifle Company is officially announced with the following gentlemen as officers: T.S. Detlor, Captain; M. Dowsley, Lieutenant; C. Dame, Ensign.

19/06/1866 The Times, Ottawa Ottawa and Prescott

On Sunday, late in the afternoon, a train from Prescott brought back a portion of the volunteers who left two weeks before for the front to repel invasion. The men appeared quite as glad to return as to depart. They were greeted by a large concourse of citizens, who at the sound of the whistle ran from all parts to the depot. The Argenteuil Rangers, the company from L'Orignal, were among those who arrived.

27/06/1866 The Times, Ottawa Ottawa and Prescott

In order to accommodate the members of the Legislative Council, which will adjourn this morning for ten days, the Managing Director of the O. & P. R.R. has, in his usual courteous manner, arranged for a special train, to leave the Station at 11 a.m. sharp, Montreal time. This train will connect at Prescott with trains running East and West.

04/07/1866 Ottawa Citizen Union Forwarding Chats Falls

Extract from an account of a Parliamentary Excursion to the Upper Ottawa.

..Chats Canal. In the meantime the present link between the two steamers, the horse railroad, must be preserved. This railroad is a primitive affair, in fact the father of all railroads. Landing from the "Ann Sisson", a flight of stairs, of considerable height, has to be ascended, when the passenger finds himself vis a vis to one or more carriages with covered tops but open at the sides. Each of these carriages or cars are drawn by two horses, tandem fashion, in splendid condition. The roadway does not differ much from the ordinary way of our railroads, but in places, where it crosses ravines, is built up to the necessary level with cross timbers, and between the rails is a plank road for the horses. From the other extreme of the horse railroad we embarked upon the steamer "Oregon".

05/07/1866 The Times, Ottawa Union Forwarding Chats Falls

Account of the Parliamentary Excursion.

--The portage between Lake du Chene and the Chats was crossed on a substantially constructed horse railway which, with its depots &c. cost the Company \$45,000.

06/07/1866 Ottawa Citizen Ottawa and Prescott Prescott

On Wednesday night as the train from Ottawa was backing up from the Prescott Junction to the main track, the President's special carriage, which was attached to the rear, got off the track and was badly damaged and broken.

28/08/1866 Ottawa Citizen Ottawa and Prescott

The Montreal Telegraphic Company, with its usual enterprise, is having a new line put up along the route of the Ottawa and Prescott Railway, which will be completed in a few days. New poles are being put up, the old ones being "in an advanced state of decomposition", and accordingly not able to bear the weight of an additional wire.

03/09/1866 Ottawa Citizen Ottawa and Prescott

The employees of the Ottawa and Prescott Railway are to have two days this week of the most unalloyed fun. Half of them will proceed tomorrow from Prescott by a steamer chartered for the occasion to the Thousand Islands where they will, of course enjoy themselves to their hearts' content, and return the same evening, to admit of the "other half" doing the same thing on the following day. Everything will, there can be no doubt, pass off pleasantly, as the Superintendent, Mr. T.S. Detlor, has made every arrangement in his power for the convenience and enjoyment of the pleasure seekers. The excursion train leaves here at 5 o'clock each morning.

06/09/1866 Ottawa Citizen Ottawa and Prescott locomotive

Another new locomotive has been turned out of the Canadian Engine and Machinery Company's Foundry at Kingston, which for beautiful construction is not equaled in Canada. It is named the "Thomas Reynolds" after the manager of the Ottawa and Prescott Railway. This engine makes the tenth completed in the foundry this year. We had a look at the locomotive yesterday at the station here and must pronounce it a beautifully constructed one and apparently of great power.

14/09/1866 The Times, Ottawa Ottawa City Passenger

We understand that an attempt is to be made to get the "Ottawa City Passenger Railway" into working order, a meeting of the directors having been held on the 12th, at which it was resolved to open stock books with a view to procuring the necessary amount of capital. The following officers were appointed: G.B.L. Fellowes Esq., President; W. Wade Esq., Treasurer; R. Lyon Esq., Secretary; Messrs. J.M. Currier and R. Blackburn, Managing Directors; Messrs. Lyon and Remon, Solicitors.

25/09/1866 Ottawa Citizen Union Forwarding Chats Falls

Account of an excursion by the Union Forwarding Company to Des Joachim.

"Ann Sisson" to the head of Lake du Chene, a distance of twenty eight miles, whence by comfortable horse cars, over a smooth tramway, three miles in length, which winds its way through hills and over valleys, amid scenery of the magnificence of which our pen can give but faint idea. The excursionists also had the option, on the return, of riding on the Brockville and Ottawa between Sand Point and Arnprior.

27/09/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

Some time ago it was thought that a policeman would be appointed to attend the Depot, on the arrival and starting of trains, It is certainly very desirable that travellers should be protected, and in nearly all other places they are.

09/10/1866 The Times, Ottawa Ottawa and Prescott

We learn with pleasure that very important improvements are in progress on this road. In the first place two new engines have just been built for it at Kingston, one of which, the "Thos. Reynolds", named after the enterprising managing director, was placed on the road Friday last, and the other will probably commence work today. Besides that, two cars, first and second class, have been finished and put on. The first class car is a very beautiful affair in structure, painting, interior decoration and upholstery. The company also advertise for 20,000 ties and will complete certain fencing which they have undertaken in about a month. Those who look at this road and its affairs today will not fail to perceive that vast improvements have been introduced by the present management.

The directors of this company desire to draw the attention of the public to the fact that the stock books will, in the course of a few days, be presented for the purpose of procuring subscribers for the amount required to justify them in getting the road in operation early next spring and desire to state that having obtained estimates from a person of experience, which, with the statements and experience of similar undertakings in other cities, leads them to believe that the cost of laying the track from New Edinburgh to the Chaudiere, equipping the same with rolling stock, harness, &c., procuring the land and erecting thereon the necessary stables and other buildings, would be at the outside \$30,000, and the cost of working the same for the running season, including \$1,000 besides for incidental expenses, amounts to \$5,480, whilst the receipts, calculated at \$1 per trip and 32 trips each way per day for the season of at least seven months, would produce \$13,440, leaving a net profit of \$7,600 or over 25% on the capital stock, showing a good investment at even half the amount. The number of shares to be taken is 1,500 at \$20 each, and as the work cannot be proceeded with until next spring, the calls will necessarily be light. It is therefore hoped that no trouble will be experienced in obtaining the number of subscribers to enable this desirable undertaking to be proceeded with.

We have from time to time argued the propriety of appointing a constable to be in attendance at the station on the arrival and departure of trains. The necessity for having such an officer has, at length, been recognized, and an appointment made. Neil Morrison, for 17 or 18 years an efficient constable of the city, was employed last Monday by Mr. Reynolds, and in a day or two will enter upon his duties. He will also act in the capacity of detective on the road, to look after suspected persons, and recover missing property. Morrison is spoken highly of by his friends, and we are told that the police commissioners regret that his services should be lost to the force.

Yesterday, Mr. T.S. Detlor, superintendent of the Ottawa and Prescott Railway, along with Mr. Dame of the locomotive department of the road, came in from Prescott with a new engine, the "Jos. Robinson", manufactured at Kingston, for the purpose of testing her power and speed. They expressed themselves as highly satisfied with the trial. They left with her again for Prescott at four o'clock in the afternoon, having twenty-eight loaded freight cars attached.