Iron Rails to Ottawa

The story of the
St. Lawrence and Ottawa

First Railway to Canada's Capital

by

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Preface

The first railway to Canada's capital was called, successively, the Bytown and Prescott (1850); the Ottawa and Prescott -- the press often reversed the names--(1855 -1867); and from 1867 until 1884 when it was leased by the Canadian Pacific Railway, the St. Lawrence and Ottawa. Within the Canadian Pacific system it has been identified as the "St Lawrence Section", the "Prescott Branch" and latterly the "Prescott Subdivision". Since the St.L&O is only leased to the Canadian Pacific, it continues to exist as a corporate entity. However, for operating purposes, it is one of the Canadian Pacific Railway's ~~CP Rail's~~ many branch lines and ~~at the time of writing forms part of its Eastern Region~~ in 1996 became part of the Canadian Pacific's St. Lawrence and Hudson Railway.

Earlier writers have stated that the line was financed by the Americans,[1] reported that it first came into Bytown on wooden rails,[2] that it was shut down for two years,[3] that it never made any money, and that it was in ruinous condition when the CPR took it over. This book was originally written as a pamphlet which was published in 1979 on the 125th anniversary of the B&P's completion. Based on research into those statements, additional information and illustrations have made this work possible.

My research has been assisted by many people, amongst them Mary Starr, National Library of Canada; Dr. R.V.V. Nicholls and the Canadian Railroad Historical Association, Montreal; Louise Roy and Cathy Seaver, Ottawa City Archives; Omer Lavallée, CP Rail who, in addition to providing facts and figures, has done much of the editing; Grenville County Historical Society; Ontario Provincial Archives; Ian Allan, Publishers; Anna (Mrs Charles) Steiner, Prescott Public Library: Miss Elizabeth Baxter, City Historian, Ogdensburg, N.Y., Mrs Freida (Howard D.) Mellan, D.C. Manion, John Corby, Helen Tucker, National Museum of Science and Technology, Duncan du Fresne, Mary (Brennan) Sauvé, of Ottawa; Oliver McKee and Bruce Wallace (Brockville Photographic Specialties). These gave most generously of their time, in many cases provided valuable information and material for publication, and made useful suggestions or provided guidance. I owe a particular debt to Lloyd Chisamore of the Public Archives of Canada; Philip Jago, my "contact man" in Prescott and Ottawa: Len Howland, Bruce Ballantyne and John Frayne for their encouragement and support; Dave Knowles, Ottawa Valley Associated Railroaders (OVAR), Ottawa who sparked the initial requirement for the project, provided a chronology, identified some of the many contradictions in the story of

the line; and, most particularly the Bytown Railway Society and its then president, Colin Churcher, for patience and forbearance in supporting the earlier project. To all, my sincere appreciation and warmest good wishes.

Robert Elliot

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1. Trout, J.M. & Edw., *The Railways of Canada*, (1871), Coles, Toronto, 1970. *Engineering* Vol. 31 "Canadian Railways No XLIV", 21 Jan. 1881.

2. Pennington, Myles, *Railways & Other Ways*, Williamson & Co., Toronto. 1894.

3. Legget, Robert F. *Railways of Canada*, David & Charles, Newton Abbot, 1973, p.30.

Illustration: Log Rafts on the Ottawa - PAC 28215

Chapter 1

Timber and Rivers

In the 1840s, Bytown was the depot for the timber industry in the entire upper Ottawa River Valley. To Bytown's streets came the wood crews to collect their tools and clothing, and the flour, beans, pork, molasses and tea that were the staples forming their monotonous meals in their isolated camps. From it they left, broke, having spent their pay on drink from such distilleries as McCracken's, the fancy ladies of Lowertown and on fines after the fights which often landed them in Bytown's jail. Supporting that lumber trade were a number of small businesses and a few banks that gave many of the towns 6,259 permanent inhabitants their livelihood. [1]

Though remote by the standards of the day, Bytown was by no means isolated. The river boats took the traveller to Montreal in a long day, broken by a portage around the twelve miles of rapids between Grenville and Carillon. [2] In winter a sleigh stage took two days to make the same journey. Wilson's stage ran twice weekly to Prescott, an important town on the St. Lawrence River, where steamer or stage connections could be made to Toronto, or across the river to Ogdensburgh and onward connection to United States points. [3] The cargo boats usually brought such staples as flour and salt pork from Chicago down the St. Lawrence and thence up the Ottawa River. This was cheaper than transshipping the cargo to barges and sending them up the Rideau Canal from Kingston. [4]

The Ottawa carried considerable traffic. Some of this was in the form of loose logs for the Valley sawmills. Most significant, however, was the squared timber for Quebec and the European markets. Cut during the winter, this timber was fed into the river in the spring as the creeks melted. Afloat, it was grouped into "cribs" which, in turn, were joined together in large rafts. At such natural barriers as the Chaudière Falls, just upstream from Bytown, these rafts were moored in "booming grounds" where each crib was separated and sent individually down slides or "chutes".

Illustration
"A Timber slide at Les Chats" Bartlett

Initially, these slides were privately owned; later they were controlled by the Department of Railways and Canals. Both owners charged for passage. Occasionally the cribs would break up, or come loose from

their moorings and go over the Falls. The timber then had to be collected and re-boomed. It was big business: in 1854, for example, some 294,4576 cribs and some 13,935 separate pieces of timber passed down the Ottawa. [5]

It was also a dangerous business. The loggers, boom-and raft-men risked - and often lost - their lives. Their mangled bodies were buried beside the river in which they died - provided, of course, that their remains were recovered, which was not always the case. Hints of these days and of their dangers appear in some of the folk songs of the region.

The owners risked their investments. It took capital - said in 1849 to be £500,000 ($2,500,000) annually [6] - to negotiate timber leases, hire woods crews, outfit their camps, pay the raftsmen and pay the fees charged by the owners of the chutes down which the rafts ran. It took some weeks to run from the upper reaches of the Ottawa River to Quebec. Not all the rafts survived without loss. At Quebec the timber was sold through an agent and loaded into one of the nearly 1,200 sailing ships [7] which plied to the port each year. The lumberman received no money until after his raft had been sold.

The problems facing the sawmill operators were similar but more acute. They, too had the cost of timber limits and woods crews. They, too had to ship their product to market, paying handling charges and charges levied by the barge owners. They also had to bear the costs of their investment in machinery and sawmill premises. Because it was easier to move timber, local manufacture of the logs into sawn lumber, laths, barrel staves, and the miscellany of minor wooden objects used in the economy took a long time to be established. Improvement in the canal systems made it easier to ship produce and facilitated the expansion of the sawmills of the Upper Ottawa. By 1849 there were still only fifteen sawmills in the Ottawa valley. [8] Egan was up-river at La Gullion (Quyon). Gilmour and Philemon Wright were on the Gatineau. Only two McKay and McKinnon, and Haskill, were right in Bytown. In that year the fifteen mills cut 93.06 million board feet (fbm) [a] of deals [b] alone much of which was shipped by barge to the American market. But barge service could not operate in winter because the waterways froze solid. For six months of the year, therefore no mill could operate, no deliveries be made, no return on capital. [9] A facility providing year-round service should have been welcomed even though it was untried and would require changes in established routines.

But which way would it go? Montreal was the obvious choice. That

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a Board foot: volume of timber 1 foot long, 1 foot wide, 1 inch thick - 144 cubic inches

b "deal" varying sizes Standard: 9 inches thick, 3 inches thick, 12 foot long can be 10 inches thick

city had been a centre for the fur trade, much of it via the Ottawa. This had virtually come to an end by 1821. In its place, however, had come the water borne trade to the new settlements in what is now Ontario. Impediments to this traffic were the numerous rapids in both the St. Lawrence and Ottawa rivers. Four short military canals were cut above Montreal at Cascades, the Cedars and Coteau du Lac below Lake St. Francis between 1779 and 1783. The War of 1812 found them to be inadequate to handle the traffic in troops and materiel [10] and had led to a succession of canal development programmes: enlargement of the four military canals 1817, the construction of the Lachine Canal (1824), and, at Ste. Anne's at the mouth of the Ottawa River (1843): up the Ottawa River between Carillon - Chute-à-Blondeau - Grenville (1832/3) and between Bytown (Ottawa) and Kingston (the Rideau Canal 1834); up the St. Lawrence the Cornwall Canal (1834 - 1843), the Williamsburg Canals (1847) and the Beauharnois Canal (1850). [11] These canals made possible service using larger vessels. Steamers could now directly from Lake Ontario to Montreal.

The period also saw the introduction of steam power. The first steamboat in Canada was launched at Montreal. [12] By 1816 there was regular steamship service between Montreal and Quebec. The first steamer on the Ottawa River arrived in 1819, [13] two years after the first one on Lake Ontario. [14] By 1828 regular schedules linked the major towns on Lake Ontario. [15] By mid-century, shipping and canal interests had become a major economic and hence political force, especially in Upper Canada.

Most of these vessels were small, unable to carry bulk cargo such as sawn lumber, let alone the timbers which were a major export commodity. Further, though steamer service across the Atlantic had become relatively commonplace since Samuel Cunard's *Unicorn* had made its first crossing in 1840, most of the traffic was still carried in sailing ships. These rarely came further up the St. Lawrence than Quebec. The prevailing westerly winds and the eastward-flowing current made any voyage between Quebec and Montreal under sail a long process. Shoals and other hazards in Lake St. Peter (between Three Rivers and Sorel) made navigation unacceptably hazardous for any vessel larger than about 300 tons.

Between the mid-1850s and 1871 the channel was deepened to eleven, then fourteen feet, thus ensuring Montreal's pre-eminence as a major port. Today the channel begins forty miles below Quebec City and has been deepened to thirty five feet.[16]

This development of Canadian riverine traffic took place during a major shift in the trade policies of the United Kingdom. Before 1846 Empire trade had been governed by a complex "protectionist" system. After that date it was to move toward an Imperial "Free Trade" programme,

opening Britain's door to international market forces. Canada had enjoyed preferential tariffs on such commodities as wheat and flour These abolished, Canada was at a disadvantage when faced with similar products which enjoyed the benefit of cheaper, year round transportation and a longer growing season for its crops. There had long been the incentive to trade with American cities on the east coast but, for the most part, that trade had been blocked by high American tariffs on raw materials and on what small manufactured goods Canada's embryo industries could produce. This was to change under the Reciprocity Treaty signed in 1854. [17] Those port cities on the US Atlantic coast had early recognized the potential of railways to open their respective hinterlands and so to ensure a flow of goods in and out. By 1850 total U.S. rail milage was already over 9000. [18] Canada's first railway, the Champlain & St. Lawrence Rail Road was a link in a predominantly water route between Montreal and the USA. Later, the Montreal and Lachine united with the Lake St. Louis and Province to become the Montreal and New York, again southward-oriented.

Despite these links Montreal's trade was still at risk. The Erie Canal, which had been built to link Buffalo on Lake Erie (above Niagara Falls) with New York, had opened for through traffic in 1825. Although the Welland Canal has been completed in 1829, the Erie continued to take traffic Montreal regarded as rightfully its own. Closer to home was a newer and potentially more dangerous threat.

As engineer and railway advocate Thomas C. Keefer pointed out to those Montrealers who cared to listen, the Northern Railroad of New York, which had begun to lay track in March 1848, from Rouses Point on the Vermont & Canada (later Central Vermont) towards Ogdensburgh on the St. Lawrence, outflanked Montreal by "preferring to climb over 1000 feet of elevation to reach a village."[19]

There was little immediate response to Keefer's warning in Montreal. Businessmen in Quebec at that time preferred to concentrate their interests and investments on local development, disregarding the opportunities said to present themselves farther inland. Businessmen in Prescott, on the other hand, regarded their prosperity as being under threat from new canal facilities.[c]

1. *Bytown Packet and Weekly Commercial Gazette* (BPCG), 28 Sept. 1850 (became *Bytown Citizen,* 1 March,

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[c] For an indication of the volume of traffic handled at Prescott, Table 1 which follows gives the valuation and duty charged on imports in 1853 and 1854.

1851)

2. *Ibid,* 23 December 1850 (advertisement).

3. *Ibid.,* 4 January 1851. An Act for the Incorporation etc. 13,14 Victoria 132, 10 May 1850.

4. Department of Railways and Canals, *Annual Reports* to 1854.

5. *Ibid.*

6. Keefer, Thomas C., *Philosophy of Railroads,* ed. Nelles H.V., University of Toronto, 1972 p.27.

7. *Ottawa Times,* 23 July 1867, reports Ft. Coulange to Quebec 106 cribs, 25 June - 19 July.

8. Shanley, Walter, Chief Engineer. *B&P Report,* 26 July 1851, Appendix D.

9. Keefer, *op. sit.,* p. 17

10. *The Canals of Canada,* Department of Indian Affairs & Northern Development, Ottawa, 1973, pp.17, 19. Glazebrook, G.P.deT., *A History of Transportation in Canada,* Yale, Toronto, Ryerson Press 1938. p.79.

11. Glazebrook, *Ibid.* pp. 82 -84; Canals, pp.12-18, 62, 93, 95, 96, 99.

12. Glazebrook. *Ibid.,*p.71.

13. *Ibid.,* p.72.

14. *Ibid.,* p.73.

15. *Ibid.,* p.74.

16. *Encyclopedia Britannica,* 1962 ed., Vol.19, p.841.

17. *The Beaver,* Hudson's Bay Co. Winnipeg, Vol. 68:6, November 1988, p.14 ff.

18. Lamb, W.Kaye, *History of the Canadian Pacific Railway,* Macmillan, New York, 1977, p.1.

19. Keefer, *op.cit.,* p.69. Ogdensburg spelt its name with an "h" on the end until 1868, after which it adopted the current spelling.

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Illustration: Prescott from Ogdensburg

Chapter 2

The Line is Born

Bytown businessmen had long talked of a railway but it was the burghers of Prescott, faced with the loss of the valuable transshipment trade inevitable when the new St. Lawrence canals were opened, who first took action to build one. On June 19, 1848 a public meeting chaired by Samuel Crane, with John Hatton as Secretary, heard such leading citizens as Dr. Jessop, Wm.B. Wells, Alfred Hooker, Chauncey E. Peck, Adolphus Jones, Robert Head, Wm. Patrick, James Higgins, James West, Wm. Hillard, Wm. Midland and J.R. Moran discuss the proposition that "the construction of a railroad from Prescott to Bytown would greatly contribute to promote the trade, facilitate the communication between these points...." Specifically, Ottawa valley lumber could be shipped to the US. Reciprocally the supplies needed by that industry would be shipped to the firms in that valley. A man named Mills, identified only as an engineer, estimated that the cost of such a line would be between £2,500 and £5000 [a] per mile. Prescott's population was then about 2,000 souls. Obviously incapable of financing the enterprise from within its own resources, Prescott's leaders agreed to invite Bytown to join the venture.[1]

On July 1, 1848 those attending a meeting in Bytown agreed to help raise money for a preliminary survey and to seek government legislation to incorporate a company to build the line, each town bearing half the costs. A Committee of Correspondence, consisting of Bytown's leading industrialist, Thomas McKay; four members of Parliament: John Egan, John Scott, G.B. Lyon and Edward Malloch; the Mayor, Ruggles Wright; and ten prominent businessmen including I.T. Besserer, Wm. Stewart, Robert Hervey and Bradish Billings, was to handle the detailed arrangements involved in seeking a charter and raising funds.[2]

Parliament was approached on February 18, 1849; the Act of Incorporation was approved on May 10, 1850.[3] The 39 charter members of the new Corporation were:

Bytown:
Messrs James Aumond, George Baker, John Bedard, James Brough, John L. Campbell, Thomas Corcoran, John Durie, Peter A. Egleson (sic.?Edgeson) John Forgie, George R. Johnston, Augustus Keefer, Robert Lees, George B. Lyon, Donald

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[a] The sterling exchange rate at the time was £1 = $4.8667. The Canadian currency rate was £1 = $4.00.

McArthur, Edward McGillivray, John McKinnon, Andrew Main, Edward Masse, George Patterson, Lyman Perkins, Peter R.Riel, John Scott, Richard W. Scott, Richard Stetham, Nicholas Sparks, Charles Sparrow, William H. Thompson, William Tormey, Joseph B. Turgeon, John Wade, Alexander Workman and his partner Griffin Druggists, and Agar Yeilding;

Prescott:
Messrs Read Burritt, Samuel Crane, Alfred Hooker, Justus S. Merwin, William Patrick, Chauncey H. Peck, and William B. Wells.

The charter empowered them to build "one or more setts of rails or tracks to be worked by locomotive engines, or on the atmospheric principle, or in such other mode as the said Company may deem expedient" from "some point on the River Ottawa at or near ... Bytown... to some point on the St. Lawrence at or near Prescott" and to erect wharves, warehouses, stores and other buildings" and to "build, purchase, hold and hire one or more steam boats... to ply on the Ottawa and St. Lawrence to any place not more than 12 miles distant from either terminus."

This last clause may have been drafted for political as much as for operational reasons. There was already a shipping service on the Ottawa. Limiting the operations of any boats connected with the railway to no more than twelve miles from the terminal meant that they would not be able to compete with existing shipping companies engaged in long haul river services. At the same time, it did permit the company to enter into a ferry service between Prescott and Ogdensburg, essential in terms of the line's links, via the Northern Railroad of New York, to the American east coast markets. It left the door open to the operations of tugs on the Ottawa to move timber on the river in the immediate area of the mouth of the Rideau, the site of McKay's industrial empire, but no more.

Clearly, contrary to later reports,[4] the initiative which created the company was Canadian. Its early management was also Canadian. John McKinnon, the Company's first President, was the industrialist Thomas McKay's son-in-law.[5] Robert Bell, then editor of the Bytown *Packet* (a pioneer paper which later became the Ottawa *Citizen*), described as a man of great energy and force of character, who had been secretary at the preliminary meetings, became the Company Secretary. Significantly, however, the Company failed to include wide representation from the other major sawmill operators of the region. Only Sparks, Aumond and McKinnon were members of the local Lumberman's Association.

The Company issued its Prospectus on October 12, 1850.[6] By the standards of the day, this document was relatively factual and restrained. Granted, it seriously underestimated costs, which should have been

suspect anyway, as the Company had not yet appointed an engineer. It described the general route, estimating the gradients at between four and five feet to the mile. About 30 miles of this would, it was thought, cost £400 a mile. Ten miles with "a small amount of cutting" would cost £800 and ten remaining miles would cost £1,200 each. The total cost of construction of the sub-grade was therefore estimated at £32,000 or about $155,734. Land damages (cost of purchase, compensation for loss of access caused by the line crossing a property, and minor easements) were estimated at £4,000. There were to be two wooden bridges, one across the Rideau River, the other across the Nation River, which together would cost £1,250. Sixty-pound to the yard iron rail then cost £8 (about $39.00) a ton. Omitting to state how many tons of rail would be needed, the prospectus then calculated a total construction cost of less than £100,000 and added an extra £50,000 to cover the cost of locomotives and other construction (presumably stations and loading docks) and to leave "a margin for contingencies."

Traffic estimates were extremely optimistic and were based on such statements as the road would be "both now and hereafter the only direct outlet at all seasons of the year for the Northern Section of Upper Canada and the Western Section of Lower Canada." The total population was estimated at 125,000 "increasing rapidly". Of an area of 2 million acres, 329,000 acres were under cultivation. These acres produced 689,548 bushels of grain, 823,000 pounds of butter, and "a large quantity of ashes" (potash: a valuable commodity in such industries as soap-making often the first cash crop as the settler cleared his land, but a traffic that diminished as settlement stabilized). A United States calculation that claimed each inhabitant of a region was worth $2.50 in traffic per year to a line was discounted to an arbitrary $2.00 and extended to suggest a potential revenue of $250,000.

The revenue expected from the timber traffic was obviously based on the 1849 cut of 90 million fbm. The water rate from Bytown to Rouses Point, a sixteen day haul, was $2.50 per thousand fbm. The shipment by rail would reduce the transit time to two days and lower the cost to 80¢ per thousand fbm. The Prospectus considered that a traffic of even 30 million fbm would gross "£5,625" (about $27,400); its authors thought that, with expenses at 50% of revenue, including a 2% depreciation fund, and returning 6% on capital, an annual traffic of £21,000 ($102,200) would be enough to enable the line to prosper. Even if the initial cost of the line rose to £200,000 and operating expenses increased to 55% of revenue, £30,000 ($146,000) worth of traffic would pay its way. That potential was considered to exist.

The first official General Meeting, held in Bytown on January 21, 1851,[7] appointed as Directors: Messrs Alfred Hooker, J.S. Merwin, William Patrick, John Moran, and Adolphus Jones of Prescott; John S. Archibald of Heck's Corners; Joseph Bowers of Kemptville; John McKinnon,

Joseph Aumond, Charles Sparrow, Nicholas Sparks and Daniel McLachlin of Bytown; and, John Egan of Alymer. These in turn, elected an executive, McKinnon became President; Hooker, Vice-President; Bell, Secretary; John Scott, Solicitor; and, Chauncey Peck of Prescott and E. Masse of Bytown, Treasurers. The Speaker at the formal dinner which followed the meeting was Judge A.C. Brown of Ogdensburg, who was prominent in railway circles there. He was a little more realistic in his assessment of the costs, even more euphoric regarding financing and revenue and apparently struck the right note of enthusiasm and optimism because he was reported as having been well received. It was an alcoholic affair, with many speeches and some 20 toasts, most of them accompanied by appropriate music played by the band of the Ladies Canadian Benevolent Society.

The Meeting also appointed an engineer. There had been two strong contenders for the post. One was T.C. Keefer, John McKinnon's son-in-law. The other was Walter Shanly, then finishing the construction of the western end of the Northern Rail Road of New York. Tom Keefer was a respected engineer and had actively promoted the line, but Bytown elements obviously felt that his family connections were a little too close to the Executive. Walter Shanly was given the job, remarking to his brother Francis later that "John Scott had put directors in expressly ...to keep Tom Keefer out".[8]

Walter Shanly spent the next three days in discussions before returning to Ogdensburg. With a clear understanding of the Company's limited financial resources, and a general idea of the terrain which he had acquired on the four days it had taken him to make the trip, his construction objectives were entirely reasonable. He intended, he said, "to make the cheapest kind of road, trestle across brooks and valleys... hardly any masonry ... temporary wooden work at all crossings [culverts] leaving room enough to build in the masonry afterwards". He recruited two assistants, Alfred E. Sims and George Wadsworth, who were with him on the Northern. He had already selected the general area of the Windmill just downstream from Prescott for the southern terminus and on February 11, 1851 set Wadsworth to survey the shore there through the ice.[9]

He then set out to walk the alternative routes, covering about 300 miles, mostly on snowshoes, before the spring thaw made such progression impractical.[10] Most of the southern area is cedar swamp, which is heavy going, particularly on snowshoes. He found one major cut - through a former river bank at Prescott - and a rise of "60 feet" between the river and his proposed terminus at Bytown. He planned to overcome this rise by installing a mechanical hoist and asked his brother to provide him with all available information on such equipment.[11]

Shanly presented his preliminary Report to the Directors at Prescott on

April 17, 1851.[12] He proposed to put the Prescott terminus in the centre of town, near the mail steamer wharf. From Prescott he offered four alternative routes:

a. east of the Rideau River but near Kemptville;
b. west of the Rideau, crossing at Kemptville;
c. via Heck's Corners; and,
d. to Bytown direct, missing all the intermediate settlements.

He preferred the first alternative and intended to cross the Rideau just before its junction with the Ottawa. The terminus, west of the Rideau, would be on Lot "O". Shanly calculated the cost at about £192,000 (934,000) for a total distance of 52 miles, and pointed out that this was about half the cost of the average US railroad. In May, after making one minor change in the route, the shareholders approved Shanly's proposal,[13] and recorded their decision in a Company By-Law.

Lot "O" lay just outside the town limits on the ridge between the Rideau and the Ottawa Rivers. It was part of the "Ordnance Land" which had originally been set aside to site the defensive works required to protect the end of the Rideau Canal, originally built as a strategic military waterway. Not used for this purpose, most of that land had been leased to McKay. On it he built one of Bytown's two sawmills, a grist mill and a fulling mill, powering all of them from the Rideau Falls.[14] Some of Lot "O" was swampy but, if proved by rail connections, it would be a good industrial area, handy enough to the town to be valuable. McKay had entertained Shanly to dinner on January 24, 1851,[15] and, though there is no firm evidence, the inference is strong that the location of the line was "decided" at that time. Certainly there was no objection to the selection from the Directors.

However, some elements in Bytown were not so complaisant. They claimed that Scott controlled the Directors, thus forcing them to select Lot "O". Scott strongly denied these allegations although, as we have seen, he did have some control over corporate decision-making. The dissatisfaction came to a head at a shareholder's meeting, held on June 14.[16] This recorded complaints about the extra distance required to take the iron to Lot "O", criticised the Directors' apparent disregard of the cheapness of the Canal tolls (which then stood at 20¢ a ton for merchandise, 10¢ a thousand fbm. for lumber, and pointed out that the Ordnance Board, which controlled the Canal, was considering reducing these tolls even further. The meeting demanded that the line be taken to the Canal Basin. It called for the Directors to keep the shareholders better informed, and it created a seven-man "Committee of Surveillance" to watch the Directors and so protect the shareholders' interests. Factionalism had begun to erode the support needed for the Company's success.[17]

Meanwhile, the general route having been approved in principle, if not formally, Shanly and his associates conducted the detailed survey from which he could base his precise estimate of the work and materials required and so calculate their cost. The trial line was complete by the end of May. The final line was complete by the end of July. The Location Report, which contained full details of the proposed construction, was presented to the Directors on July 26. These considered it during the summer and presented it to the shareholders in September, 1851.[18]

Shanly apologized for the delay. The proposal that the route be changed to bring the line from "O" to the canal basin had required additional surveys. These had been done by James D. Slater, who was Nicholas Spark's son-in-law. (was there perhaps a coincidence in his selection for the task? Sparks, a prominent Bytown businessman, was also a director of the Company. One suspects that Shanly's instructions to Slater may have included more than just a general description of his task!)

The final route was two miles longer than had earlier been estimated. Some of that route was found to have been more heavily timbered than had first been assessed. Shanly took some time and space to attack the arguments of the Canal Basin faction. Firstly, he claimed that the greater depth of the Rideau valley at that point would require longer embankments (Examination of the Hurdman's Bridge area today would lead one to question whether there was any significant difference though the terrain may have been changed in the intervening years). Shanly stated that there was not a sufficient supply of fill easily available in the vicinity of this additional embankment. Not even the cut necessary to enter the Canal Basin itself would provide sufficient material. Construction would take "an additional 12 months" and cost over £6,036 ($29,380) more.

Secondly, space in the canal basin itself was not adequate. Filling and levelling an area for yards and buildings would be difficult. (The Grand Trunk was later to prove this thesis to be wrong, but the difficulties which were claimed may perhaps have been political, rather than technical). His third objection was puzzling. He stated, rightly, that the canal was not an adequate source of traffic because it closed between November and May. So it did, and often does, but there had been no indication that any rail traffic was expected from it. The only significant argument that he raised was that, at that time no industry was located in the canal area. Passengers using the railway would certainly have found a station in this area to be more convenient, as though those who used the Grand Trunk's Union Station did for nearly fifty years. But the passenger service was not then regarded as a major source of Company revenue. In fairness, the basin itself did take up most of the usable area. The lock system, during the summer at least, gave the Canal an advantage. Shanly tried to counter this by proposing the mechanical

elevator mentioned earlier. Data provided by his brother enabled him to claim that this system could lift over 800 tons a day up that 62- foot incline from the Ottawa and that this lift would be faster and cheaper than the canal locks. That hoist was never built, which was probably just as well for Shanly's reputation.

In winding up his argument Shanly offered an aesthetic reason for selecting Lot "O" as the terminus: "Trains would show to advantage, reaching their destination on a fair and noble plain, fronting on, and in full view of the noble Ottawa." He did not foresee that, before it closed, this area, by then extensively built up, would house two of the worst industrial eyesores of Ottawa. Nor did he realize that the construction of the bridge across the Rideau at the edge of that "fair and noble plain" would facilitate the build-up of ice jams in the spring run-off resulting, in turn, to the widespread flooding of that noble plain.

Shanly described the line and its construction in some considerable detail. In brief the total cost of the formation (the earth embankment on which the rails were laid) would be £87,438, 6 shillings, 8 pence, or about £1,626 a mile.[b] Ballast would add £13,438. He thought that 25% of this cost could be met by issuing shares, rather than by paying cash. Ties, rail and fastenings would add an additional £75,600 (£1,350 per mile). Stations and additional expense at £10,750 brought the grand total to £195,000 or £3,628 a mile. This was about double the estimate cited in the Prospectus but only about £3,000 over the figure in his Preliminary Report.

The Prospectus had looked at the cost of the equipment, but had lumped it in with "other construction" arriving at an estimate of £50,000. Shanly suggested the following: two passenger and two freight engines at £1,750 each; two "service engines" (yard engines or switchers) at £1,500 each; two passenger cars at £500 each; 40 box cars at £165 each; 30 "platform" (flat) cars at £140 each; and 35 gravel cars at £70 each. This gave him a total of £24,250 ($97,000). The total cost of the line would therefore be £219,250 ($877,000).[c] Again, the revised estimate was only 10% above the original "worst case". However, given the state of the economy and of the money market in the area as a whole, it must have made the shareholders pause and think.

Shanly then attempted to reassure the Company by estimating potential revenue. Given the costs of construction, which he rounded for convenience to £220,000, and assuming the costs of operation and

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[b] In his quotations Shanly calculated the exchange rate at £1=$4. Use of the sterling rates would give totals of $349,733, $6,504, $5,400, $74,256, $780,000, and $14,512 respectively.

[c] Exchange rate at £1 = $4. The sterling rate would have shown a cost of $118,017 and $1,067,024.

maintenance at 50% of earnings, the line would have to make £26,400 a year before any return would be possible to the shareholders. (The prospectus had estimated returns of £21,000 to £30,000 as being the break even point. Shanly's figures were therefore well within these estimates).

He went on to warn that the first two years could earn only enough to pay expenses. Shanly divided traffic into through business and way (local) business and discussed each. The lumber trade had a potential of 40 million fbm of which the line could expect half (the Prospectus had hoped for 30 million fbm). At $1.25 (up by over 50% from the initial 80¢, but still half the earlier water rate of $2.50 to Rouses Point) the return would be $25,000. Other manufactured items - wooden buckets, matches, etc. - would yield $6,000, and the grain traffic - rye, oats, and barley - another $6,000 giving a total outward traffic of £9,250 ($37,000).

Revenue from in-bound traffic was obviously estimated using known data. Shanly spoke of 30,000 barrels of flour, 27,000 barrels of pork, 2,700 chests of tea and a range of other commodities. Goods were brought in from Boston in bond. Castings and such items as salt, plaster and general merchandise added to the total potential. He estimated revenue from these imports at £3,300 ($13,200). All this gave a total through business of £12,550 ($50,200). The purpose of the road was to give access to outside markets. Yet the estimate was just over 47.5% of his break-even figure of £26,400. Could there have been enough local business to make up the difference? Shanly went on to examine that potential.

At the time the traffic consisted of agricultural produce; (potatoes, oats, barley, etc.) but he added to that ashes, cordwood, etc., that would be expected as the country opened up. He looked into the future, discussing, again in optimistic terms, the benefits that would result from the development of water- powered industry along the Rideau (he said nothing about the Chaudière). His overall estimate for way traffic was £7,600 ($30,400).

To these figures Shanly added passenger revenues, which he estimated at £4,700 ($18,800). Added to the other traffic categories this gave him a potential estimated revenue total of £24,850 ($99,400) at the end of the second year of operation. He was optimistic that the growth thereafter would be certain. He would have had to be optimistic; his own total estimated revenue was £1,550 below the break-even point.

Shanly had to key his traffic estimates to the lumber trade. His calculations, though undeniably impressive, were somewhat misleading. In some measure repeating his earlier comments, he reinforced his case by listing the fifteen mills operating in the Ottawa valley, citing the

number of logs they cut and their production of standard deal planks,[d] with some details of the sizes of the mills themselves. His rates were based on figures from the Northern Rail Road of New York, which charged $2.50 per thousand fbm to Rouses Point (presumably from Ogdensburg). If the Bytown and Prescott were to charge $1.25 per thousand fbm, it was considered to be competitive with barge traffic. (Shanly did not mention handling charges at Montreal and freight rates Montreal to Rouses Point. Presumably those were known and his audience could work them out for themselves).

The standard freight car of the day had a capacity of six to nine tons. Each thousand board feet of dressed, air-dry white pine weighed about 2,100 pounds, 5% over the short ton in use in Canada and the U.S.[e] Each standard car might therefore carry between 5.7 and 8.57 thousand fbm giving a revenue of $7.1 2 to $10.71 per car. The biggest mill was at Hawkesbury, 60 miles downstream from Bytown. Its 14.8 million fbm output, which represented a potential of some 1,727 9-ton cars or $18,496 in revenue, was therefore lost. John Egan's mill at La Gullion produced 5.94 million fbm, a potential traffic using the same calculations of 693 cars or $7,422. Gilmour and Wright on the Gatineau together cut about 18 million fbm: 2,100 cars worth $22,491. All these would have had to trans-ship lumber from barge to rail at Bytown. Under existing arrangements the customer bore that cost himself, which would have reduced competitiveness. The potential revenue that these three mills represented, $48,409, could therefore hardly be counted upon by the Company as assured business.

It must be remembered that at that time there was no complex of mills at the Chaudière Falls. Nor was there any means of crossing the Ottawa except by boat. There were only two mills in the immediate area of Bytown, McKay's and Haskill's. Between them they produced 8.91 million fbm, about 1,040 cars worth. The real potential revenue was therefore about $11,135, less whatever lumber these mills would sell locally. That was a long way below the $25,000 Shanly hoped to derive from 20,000 fbm of local production. The road looked more and more like a service for McKay only.

One could also take issue with his estimate of revenue from on-line

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[d] standard deal: 9 inches (225 mm) wide, 3 inches (75 mm) thick, 12 feet (360 cm) long. fbm foot, board measure. 1 foot (30 cm) long, 1 foot (30 cm) wide, 1 inch (25 mm) thick, 144 cubic inches (2034 cubic centimetres)

[e] air dry : cut lumber stored for drying in the open air, is vulnerable to weather conditions. A dry period lowers the moisture content and hence the weight; a rainy period can period can increase the weight dramatically. All freight cars have maximum weight restrictions which are shown on them. Overweight cars may be unloaded at the shipper's expense. No information is available on the B&P's provision of scales.

farms. To this day, much of the land along the B&P right of way is unsuitable as farm land. It does improve as one travels north between Kemptville and Ottawa but even so there are many large areas which are unproductive.

Because it was outside his competence, Shanly did not discuss the cost of obtaining financial support for the Company. Though the rates of interest were low by the standards of the 1980s, they reflected the risky nature of railway financing in the mid-19th Century. The two factors - lack of revenue, and inadequate capital - were to plague the Company throughout its existence. But these had not yet become critical. They were not then part of the burden of the Company's management. The prospect of having their very own railway was exciting to the businessmen of Prescott and Bytown who were caught up in the enterprise. Though money was short, they thought it could be raised. Though considerable suspicion existed regarding the motives and capabilities of management, the shareholders were willing to carry on.

1. *Bytown Packet,*24 June 1848, cites *Prescott Telegraph* nd. and July 1848.
2. *Ibid.,* 8 July 1848, 28 September 1850.
3. Act: 13-14 Victoria, Cap. 132.
4. Trout, *op.sit.,* p.144.
5. Walker, Frank. *Daylight Through the Mountain,* (Walter Shanly's letters), Engineering Institute of Canada, 1957, p.194.
6. *Bytown Packet,* 12 October 1850.
7. *Ibid.,* 22 January 1851.
8. Walker, *op.cit.,* p.15.
9. *Ibid.,* pp.198, 200.
10. *Ibid.,* pp.200-208.
11. *Ibid.,* p.211.
12. *Bytown Citizen,* 26 April 1851, (ex *Packet,* name changed 1 March 1851).
13. *Ibid.,* 24 May 1851.
14. *Bytown Gazette,* 9 April 1852; *Ottawa Citizen,* 25 July 1866.

15. Walker, *op. cit.,* p. 197.

16. *Bytown Citizen,* 17 June 1851.

17. Walker, *op.cit.* Letter 25 June 1851, p.217.

18. Shanly, *Report,* 26 July; Walker, *Ibid.*, p.24; *Bytown Citizen*, 20 September 1851.

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Chapter 3

The Line is Built

Nineteenth-century railway construction, even by the 1850s, followed a well-established, logical sequence. The engineer-in-charge located the line so as to incorporate the gentlest curves and grades while attempting to keep the amount of excavation and earth-moving to a minimum. He and the owners then resolved conflicting political, economic and technical questions, producing as a result a general alignment of the route. His surveyors then conducted a detailed survey of the line. This involved staking the centre line of the subgrade, and establishing levels at regular intervals along it. The edges of cuts and fills, including the embankment were established. Careful calculations determined the amount of earth and rock which would have to be removed to get through hills or fill valleys, and how far it would have to be moved to build the formation. Culverts and bridges were located and estimates made of their dimensions and the nature and quantity of material needed to construct them. Based on then current standard practices, calculations were made of the number of ties, size and quantity of rail and fittings, of the amount of ballast and costs of transporting it all from source of supply to the site. Finally the numbers, sizes and often design of all the associated structures were considered and costings prepared. From all this a detailed estimate of total costs, and an educated guess of the nature and amount of labour and the time needed to build the road was prepared, printed and distributed. As we have seen Walter Shanly had reached this stage by September 1851. [1]

The actual construction was all done by hand. Before starting work on the sub-grade, crews of axemen cleared the route of its tree cover (clearing) and men with hand tools, horses and occasional explosives cleared the roots, loose rocks and stumps (grubbing). The grading crews piled earth and other fill along the staked line, much of it from the cleared area of the route, leaving drainage ditches parallel to the line of the sub-grade. Shanly had divided his line into "stations", each about two miles long; work on these would be sub-contracted to individual gangs. The contractor made sure that these were closely defined and met their obligations; the engineers made sure that the work was up to standard and that each station's work was integrated with those on either side of it.

While the sub-grade was being built, the bridge crews made and installed the wooden trestles, bridges and culverts, so that the iron could be laid as soon as it reached the gap. Most structures were of wood,

some of it cut along the right-of-way. However, abutments and pier footings were built of masonry. When significant lengths of sub-grade were ready track-laying crews working from a string of supply cars pushed by a locomotive, laid ties at predetermined intervals, carried the lengths of iron forward, placed them and adjusted them until they were in gauge; they were then spiked down. Ballast was then dumped along the centre line. This was followed by "trimming and surfacing", a process during which ballast was packed under and around the ties to make the line as smooth and level as possible. Finally any additional spiking was done and the ballast profile dressed to afford the drainage so essential to long track life.

Promoters regarded the line as being complete when the iron reached its destination. Professional railroaders did not consider it complete until all the ballasting and surfacing had been done and the line accepted by the Company's engineering staff. Service of a sort often was provided between those two dates. Stations and other structures were built as time, money or crews permitted, often some time after the line was in regular use. Spurs and sidings were often laid during construction if needed to support the track crews. Others were cut into the line as required.

Most of the delays Shanly encountered stemmed from financial constraints rather then through construction difficulties. He had called for tenders for clearing and grubbing on July 19, 1851. The successful bidder was the firm of R.P. French, Ferguson and Fraser of Brockville, who undertook this work over the entire route. [2] The firm took 20% of the payment in stock. Work subcontracted to individuals living along the right-of-way was started on September 2.

Tenders for grading contracts were invited early in September 1851. Shanly let some of the sections on October 4, others on the 10th. The nature of this work varied: John Agent took a rock contract near Bytown: John Roy a sand job near Prescott. The largest went to Howard and Goslin of Prescott; this was the "Big Cut": a couple of hundred yards east of Fort Wellington where on October 20, 1851, a crew of fifty men with teams and wagons broke ground without any ceremony.[3]

The official ground breaking originally scheduled for October 2, 1851, actually took place in Bytown on October 9.[4] A formal parade comprising the Mayor and members of the Corporation of Bytown, the directors and officers of the company, the Hon. Mr. Justice Burns, President McKinnon, the Sheriff of Carleton County and county officials: the Grand Jury: the Cadets of Temperance; and the Sons of Temperance associations all in their regalia, marched from the Company

offices in Rideau Street [1] to the station site on McTaggart. President McKinnon delivered an address, then "taking the spade proceeded to break ground and tossed the sod in first rate style". The ceremony was followed that evening with the inevitable dinner, less lavish than the previous one, with only six toasts. The ceremonies were slightly premature: Bytown's Corporation did not give the company permission to "level any streets" or to lay down their railway track" until October 20 [5] and the Book of Reference showing the corporation what properties would be affected, was not deposited with the Clerk of the Municipal Council until November 8, 1851. [6]

On January 10, 1852, the Company advertised that it wanted to buy ties. It preferred tamarack, or black ash, but would accept cedar. Ties had to be 7 feet 8 inches long, hewn or sawed to 7 inch thickness with faces 6 to 9 inches across. There were 22,000 wanted in Gloucester, 22,000 in Osgoode. Suppliers were to deliver them in lots of 1,000 to 4,000, and pile them where local roads crossed the railway route.[7] Presumably similar advertisements ran in those Prescott papers which have not survived. At 10 pence (10d = about 17½ ¢) a tie the contractors were unlikely to get rich but it did give them an opportunity to earn money during the normally quiet winter months. These tie contracts marked the first purchases of materials for the line. They obviously contributed to the local economies. But they were not particularly significant in terms of overall cost. In his report presented to the directors in July 1852,[8] Shanly calculated the cost per mile:

30,00 feet of hemlock plank @27shillings 6 pence		£41 5 0 ($165.00)
2200 ties @10d		£91 13 4 ($366.67)
15,000 lbs of castings @1 3/4d	£	109 7 6 ($437.50)
6,000 lbs of spikes @1½d		£37 10 0 ($150.00)
100 tons of iron @ £9	£	900 0 0 ($3,600)
Tracklaying		£75 0 0 ($300.00)
Hauling and distributing material		£60 0 0 ($240.00)
Blacksmithing and contingencies, estimate		£35 4 2 ($140.83)
Total cost per mile		£1350 0 0 ($5,400)

The hemlock was to be used as foundation or sills under the ties in swampy ground[9] Ballast was extra: £250 ($1,000) per mile for a total of £13,438 ($53,752); as were stations and other buildings, £200 each for a total of £10,750 ($43,000) and an average of one per mile, and general engineering and contingency costs at £7,814 ($31,256) On-line suppliers of planks and ties contributed just 9.84% of track construction charges.

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[1] Probably in the Aumond Building, 3 Rideau. Bell's Citizen was around the corner.

The first few months of construction saw progress and some minor changes. French, Ferguson and Fraser began their clearing and grubbing contract, clearing the whole route to a width of 90 feet. Some time before March Shanly had been directed to run the route via Kemptville which required a resurvey. It was completed in July. These were, however, merely interim reports[10]. Construction figures in Shanly's major report for the annual meeting in July 1852 may be summarized:

Table page 5 & 6
[note metric equivalents table on the bottom of page 6]

Adding the cost of farm and road crossings to the excavation charges made sense; they could easily be done as part of the job. "Wharfing" referred to a 120-foot wharf at Bytown, which cost £275. "Piling" included 1,200 feet to form a retaining wall for the fill to be dumped in the small bay in front of Fort Wellington (at Prescott). It was here he intended to put his station and yard. The fill was intended to come from the "Big Cut" which would take the line through the ridge which paralleled the St. Lawrence River. This gave him about 8½ acres (3.4 ha.), quite enough for the line's southern terminus. In the event he found he only needed 1,000 feet of piling. This "made land" was one of the earliest such in Ontario, and probably in Canada. Land-fill, a routine practice today, was not common in the mid-19th century.[11]

Shanley still had to build 3½ miles of timber causeway to bridge a swamp some fourteen miles north of Prescott, [12] i.e. between Spencerville and Kemptville. This causeway was to earn a place in the mythology of the road. He had arranged for the "land damages", i.e., the land on which buildings were to go. He had bought 120,000 ties (which came out of the track account) 16 miles of fence had been installed, leaving 27 miles to be completed.

The whole project to that date had cost £59,620 and Shanly estimated that it would cost £13,825 to complete. The total cost of the foundation ready for the rails to be laid was £73,445 and represented a saving of some £14,000 below the original estimate of £87,438/6/8. [2] Shanly pointed out that the wages had gone up since 1851. He also pointed out that he had made some changes which had reduced costs. He had reduced the maximum grade to 26 feet from 30 feet. His masonry was more substantial than planned. Ties were a foot longer, two inches wider, an inch thicker and of better wood than specified in his original Report. (Was Shanly perhaps having second thoughts regarding the wisdom of tieing the line to the Northern which used the normal U.S. gauge of 4 feet 8½ inches when the Grand Trunk, then building westward from Montreal toward Toronto was being constructed in the

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2 exchange rate @ £1 = $4.00: $238,480, $55,300, $293,780, $56,000, $349,753 respectively.

provincial, i.e. 5 foot 6 inch gauge? The longer ties would have given him --marginally-- enough tie to take the wider gauge.)

Progress made with respect to the foundations of the two bridges was encouraging, although the fact that the superstructure needed to be slightly longer meant that additional funds were needed. Shanly then looked ahead at the next stage of construction, estimating costs for that stage as follows:

53 1/3 miles of ballasting @ £250	£13,438
Superstructure,including sidings, 56 miles @ £1,350	75,600
Stations buildings, sheds, etc.	10,750
Engineering and contingencies, estimated at @ 4½%	7,814
Total	£107,602

The iron still had to be bought. Its price had gone up from £9 per ton, the figure used in the original estimate, to £10/10/0: Shanly blamed this increase as contributing to the increased cost of construction. Material and track-laying had actually gone down by some £4 but the cost of ballasting had gone up by £25. The cost of transporting materials such as the rails and fittings was £11,000. The overall cost of the road and its equipment now came to £252,055 ($1,008,220). The Company still needed some £69,441 ($277,764) to complete the project.

Shanly's report was accepted; the executive was re-elected. Fund-raising was continued, as did construction. Tenders were called for on August 10 to grade the swampy McTaggart Street yard as far as the Rideau and on October 3, 1852 for the masonry for the bridge across the Rideau at Bytown.[13] Work on this bridge could be carried on during the winter when the river was at its lowest and frozen. An indication of the physical impact the construction of the line was having on the district can be found in the local newspapers in December.[14] These carried a list of the properties in Gloucester and Osgoode Townships which had been affected by the right-of-way. A strip 90 feet wide (the 30 yards permitted under the Charter), 17,863 feet long; 38 5/8th acres (15.45 ha.) was involved. Prices averaged $14.65 an acre and anyone who objected to the compensation offered was invited to appeal to one Jack Porter of Bytown whose position and role in this was otherwise not identified.

President John McKinnon went over to London, England, in February, 1853. There he persuaded the Ebbw Vale Iron Company, a London based firm with large mills north of Cardiff, Wales, to sell him 5,400 tons of iron rails, together with the necessary fittings and spikes. This rail was a standard "inverted 'T'" pattern, i.e. American not British. The Ebbw Vale had earlier sold the same pattern to the Ontario, Simcoe and Northern,[15] which was building north from Toronto. Delivery was to be

in two shipments; one half in the autumn of 1853, the rest in the spring of 1854. The first shipment arrived in Quebec in September 1853, the remainder shortly after the break-up in 1854. Walter Shanly did not stay to see the iron laid. His attitude was ambivalent; he had long found tiresome what he considered to be the unbusiness-like attitudes and actions of the Directors. At the same time, he felt sorry for them. To him they were obviously out of their individual and collective depths in trying to raise funds and to do business. Shanly spent a good deal of his time helping them, while his assistants carried on with the details of construction. His own pay was in arrears and he often dipped into his own pocket to help the company when funds were short. In short, and in his own words, the company could not really afford him. He resigned in November 1853, handing over all responsibility for the completion of the line to his assistant, Alfred E. Sims. From the Company's point of view, this was no great hardship. Sims was quite capable of taking over that responsibility. Shanly's departure was mutually amicable. He took with him some incomplete drawings, finishing the work on them in February, 1854. In May 1854, the Directors gave him a testimonial dinner and presented him with a silver set of a pitcher and four goblets.[16]

Tracklaying began in Prescott Yard on May 1, 1854. An engine for the iron train arrived on the 19th.[17] Main line tracklaying began the next day under Resident Engineer D. Wicks. By June 21 the iron had reached Spencerville; the date that the bridge over the Nation River had been completed is not recorded. Tracklayers reached Oxford Station some time in July and Kemptville on August 19.[18] The people of Oxford County celebrated the latter occasion with an excursion and a picnic dinner. Completion to way points beyond Kemptville is unrecorded until November 3, when the track reached Billing's sawmill in Gloucester Township,[19] 3½ miles from Bytown. On November 14 rails were reported at the Montreal Road,[20] just east of what is now the Rideau Street road bridge. On Christmas Day, 1854, a work train reportedly reached the Rideau River. Service into Bytown itself began on December 29th.[21] Bytown became Ottawa on January 1, 1855; the Bytown and Prescott became the Ottawa and Prescott. A colourful story is told of the first train to Ottawa. The company allegedly ran out of iron rails. So as not to keep his supporters waiting, Robert Bell is said to have laid some 3½ miles of 3x4 inch maple timbers and sheathed them with iron to carry the first rain over this makeshift line on Christmas day "to the astonishment of its (Bytown's) inhabitants".[22]

The practice of running light equipment over strap-iron sheathed timbers was known in the very early rail era. It had not lasted long, and fastenings holding the strap down soon worked loose and the strips of iron would spring upwards as the wheels passed over them and pierce the floors of the cars. These "snakeheads" posed a serious risk to passengers as well as offering equal risk of derailments. The use of such primitive technology had virtually died out by mid-century. It would

certainly have been opposed by Sims because of the dangers.

Why this story is suspect is that not one of the newspapers in Bytown or any other interested centre seems to have carried any story of this event or, indeed of any celebration to mark the arrival of the train at Bytown on Christmas day. Admittedly, the files of contemporary newspapers are incomplete. Even Bell's own "Citizen" published during Christmas week made no mention of the line. Had there been some makeshift arrangement such as wooden rails, he would doubtless have sought to reassure his readers firstly that the rails were safe and secondly that they would be replaced as soon as possible. Further, had such an installation been made and subsequently replaced some mention of the replacement and possibly the costs could have been expected to appear in the local press. Articles written about the line in local and technical papers in later years would surely have commented on such a retrograde construction practice. Nor was there any mention of such an event in a book of reminiscences written by Sir R.W. Scott, one of Bell's associates but not one of his most ardent admirers.

(what was this reference ? Bob didn't cite it in his endnotes)

There is no valid reason, assuming that all the iron ordered from the Ebbw Vale Iron Company in Wales arrived - and there is no evidence that it did not - that the company would have been short of rails. The Imperial or "long" ton is 2,240 pounds. One mile of 56 pound to the yard rail weighs 88 tons. For the 54 miles, 4,752 tons would be needed, leaving 648 tons for yards and sidings; just over seven miles worth, and the first sidings totalled only 2 2/3 miles. Shanly was too good an engineer to have made a mistake of the magnitude of 308 tons. In fact, all his other estimates for the line show he was conservative, invariable leaving himself a safety margin.

The story appears to owe its origin to Myles Pennington, one of Canada's earliest rail "buffs". In his book, *Railways and Other Ways* published in 1894, Pennington talks also of riding this temporary track at "50 miles per hour" and his concern lest he pay a "sudden visit into the backwoods". Apart from the speed - about twice the time-table limit for the line - even as early as 1854 the area of Hurdmans, which is where this substitution would have been, was hardly backwoods. Rather, it was well settled farmland.

As we have seen, Shanly had built "3½ miles of causeway" in Edwardsburgh Township in order to bridge a swamp. It is this section that Pennington had traversed - well after its completion. His tale, told some 40 years after the event (and incidently 29 years after Bell, his host had left the railway), is at best a colourful but inaccurate story told by a master - but aging - raconteur.

The date the Rideau had been bridged is obscure and evidence as to when the use of that structure actually began is tenuous. Bell's statement that the line was open on December 29, 1854, [23] suggests that it was in use from one end to the other: the advertisement offering service from that date appears to bear that out. If tenders submitted late in 1852 had been accepted [24] there would have been plenty of time to complete the bridge. Certainly it was in use before Spring 1855. Shanly's design which provided for little or no embankment, left the bridge structure only a few above the river. Ice, brought down in the spring freshet, shifted the structure on two of its piers on April 19, 1855. There was an anxious period while crews strung tackles, cleared ice, and pulled the structure back into place. [25] While doing all this, they may have lost some of the iron fittings which were later re-ordered from the original supplier, R. Bainbridge & Co. The Editor of the *Citizen* tried to reassure his readers, suggesting that the damage was limited to "temporary structures ... scaffolding for the present construction of the iron bridge". Freight traffic was "restored" on April 27th; regular mail service was "resumed" on the 28th. Bell's description of this setback and the repairs may have led A.D. Ross to state that the bridge was not in service until April 1855.[26] Why the newspaper report referred to it as an "iron bridge" is unclear (bridge for the iron perhaps). The first iron bridge was put in 1886.

The date given for the official opening of the line is May 10, 1855[27], probably the date when it was taken over from the contractors. Revenue figures suggest that a good deal of traffic had passed over the line since the previous July. Shanly had indeed been prepared to open the line with minimal ballast. However, the southern reaches of the road could have been ballasted as long into the winter as the pits could be worked: perhaps December. Working them again in the spring would not have been practical much before April, unless the thaw had been early. It must be remembered that all excavation would have been done by team and scraper, supported by men with shovels. There was none of the heavy machinery that we know today.

Shanly had planned to put in eight stations, one each at Bytown and Prescott and six intermediate structures: Cunningham's in Gloucester Township; Long Island and Garlick's in Osgoode; Kemptville and Sandersons in Oxford County and Spencer's in Edwardsburgh. Cunningham's was intended to pick up that traffic in Gloucester not centred on Bytown. Long Island on the "nine mile road in the rear of Rossiter's tavern", about two mikes from the canal and the head of the island that gave its name, was to serve an area extending as far away as Mountain and Winchester. Kemptville had potential traffic from Barnes' Sawmill and a spur was planned to the south branch of the Rideau "a few hundred feet" away. Sandersons's (or Saunderson's, Shanly spelt the name both ways) was between the Johnston settlement and Heck's Corners. Spencer's was about a mile and one fifth west of the town of

Spencer's Mills "on the new Macadamized Road leading to Prescott".[28] Shanly produced maps of Bytown, Kemptville and Prescott which, alas have not been found. He also appears to have neglected to give a description of the buildings themselves.

Construction of the lineside buildings also is not documented. (As far as Bytown is concerned, the formal transfer of the property on which the station and yard would stand was not even authorized until November 10, 1852).[29] Indeed a common practice was to erect buildings after the line had passed their locations. Given the ease of construction and the availablity of the materials locally, it would be reasonable to assume that the structures at Bytown, Kemptville and Prescott would have been built early, with the way points being erected as convenient. The well-known picture by W.H. Stead which appears as the frontispiece to this book, captioned "first train into Carleton County" in some sources, is obviously mislabelled. The engine shed at Prescott would probably have been erected during the winter of 1853/54 in time for the equipment to be delivered in Spring 1854.

No sooner had the line been taken over from the contractors than the never-ending task of upgrading and repair began. It was an easy line; 88% of it was tangent (straight), with only 6.28 miles of curves; 25.73 miles were level, or had a rise of less than 11 feet to the mile, 13.64 miles had gradients of 11 to 22 feet to the mile and 14.64 miles had grades of 22 to 30 feet. Road crossings were all planned to be at grade except for two, both overhead. One of these was to be located between the "Big Cut" and the shore at Prescott near where, many years later, the line was brought by embankment and viaduct over what is now Highway 2 north of the Prescott terminus. Shanly admitted it would need a long viaduct. Nothing has been found to confirm it was built. Later, a road bridge was built over the cut to connect Junctionville with New Wexford. the other raised crossing was over the Gloucester cut, near Cunningham's,[30] later Gloucester, about a mile and a half north of the Manotick station of a later day. Both these bridge crossings remain although, being of wood, they probably have been rebuilt many times. Clearance of these bridges was the subject of Government legislation in 1852.[31]

The line "crossed" only one "foreign" railroad. This was at Prescott Junction (Junctionville) where the Grand Trunk built an embankment and installed a plate girder rivetted iron bridge over it.[32] The little settlement which grew up there had a station (one Alexander Yule was an early agent), a three storey stone hotel - the "Ottawa House" run by a John Francis who also owned an hotel in Prescott - a saloon, a general store and about fifty inhabitants.[33]

However, Shanly's plan to build the road as quickly and as cheaply as possible left a legacy of flimsy bridging that had to be replaced, or filled,

at a time when revenue was barely sufficient to meet operating expenses. He had put in 9,067 feet of trestling and bridges, an average of 167.9 feet a mile. Replacement of this began almost immediately. Priority was given to trestle and pile spans and by January 1859, 2,737 feet of these had been replaced by culverts and embankment. Still left were 150 spans of "wooden tressel" bridges, 26 structures, 1,910 feet in all, averaging just over 14 feet to each span, and 389 spans of pile, 3,581 feet, for an average of nine feet. More elaborate bridges also in wood included 25 spans of bent and beam, total 412 feet and five spans of arch and truss, 427 feet. These five comprised the four large spans across the Rideau and the single span over the Nation. The total of all this was 6,330 feet, 547 spans, averaging 117 feet of bridge per mile, spaced an average of two miles apart.[34] The replacement programme continued through the life of the company, amid repeated criticism of management and calls for change. Though the life of the wooden bridges was only about ten years, and their condition was often suspect, the general condition of the line was such that Walter Shanly, even while Chief Engineer of the Grand Trunk, remarked how superior the O&P was to his own road.[35]

The Chaudière Extension

It soon became obvious that the location of the northern terminus did not give the company best access to the developing commercial traffic of the Ottawa area. In fact, sawmills were being built at the Chaudière even while the B&P was under construction.[36] The Company now calling itself the St. Lawrence and Ottawa, drew up plans for a branch to leave the main line at what is now known as Ellwood, crossing the Rideau River a few miles upstream from the initial New Edinburgh bridge, then across the Rideau Canal, to run along what was then the southern boundary of Ottawa into the flats at the edge of the Chaudière.

These plans were deposited at the County Clerk's office and with the Department of Public Works on July 7, 1870.[37] A revised version followed a few months later. It is not entirely clear when the survey actually had begun, but construction proper seems to have commenced after the spring thaw in April, 1871.[38] "Six loads" of iron arrived at the McTaggart station on June 17.[39] The sub-grand was nowhere nearly ready for it. On October 11 the beginning of construction of the Rideau River bridge was reported .[40] A full description of it appeared in the same paper on December 16th. Either the piers had been built earlier or a very large crew indeed had been deployed on them!

The Rideau Canal swing bridge was completed on October 16.[41] At that time the formation had been graded "bar a few rods" and was ready for rail (which sounds as if those six loads of iron sat in the McTaggart Yard all summer!) And, on December 9, the Company advised that the branch would be open for traffic on December 13. [42]

The Rideau Bridge comprised four equal 100 foot Howe truss spans and was made of Ottawa Valley white pine, resting on masonry abutments and piers. It was a light looking bridge although its strength was said to belie that appearance. Designed by Fredrick Wise, the Company's Chief Engineer, its construction was supervised by a Mr. Tivvy.[43] The Rideau Canal swing bridge was a centre pivot, 80-foot flat deck span, between timber crib abutments. The span was supported by brace rods from a gallows-type central arch; it pivoted on an oak table.

In addition to those bridges there were two wooden trestles. One, about a mile from the junction, was 100 feet long. The other was located at the western end of the Rideau River bridge and was 280 feet long.[44] Both have since been filled in. The route was fenced - the contract called for 1,000 cedar posts, 13 feet long and six inches in diameter at the small end.[45] The line was built by a Mr. Dickson and a Mr. Gibson, probably both local contractors.

The terminus was a freight depot at the corner of Broad Street and the Richmond Road "opposite Rochester's Brewery".[46] There had been some opposition to its location; some of the local residents contended that the streets were too narrow for the dray traffic that the terminus would generate. Others considered it to be in the wrong place altogether, demanding that it be sited "behind the Russell Hotel" or across the Canal from where the Grand Trunk's 1911 Central Station was later built.

The Chaudière extension was open for business on December 15, 1871.[47] That date was marked also by the sale of 200 horses which had been "specially imported for the Chaudière Extension".[48] Probably Reynolds, aware that all the local horses would be fully utilized on the harvest, had bought animals for the construction crews; alternatively the contractors, having made their money, were not interested in supporting idle horses throughout the winter.

Frustrated Ambitions:

The Extension was only one of three attempts to enhance the Company's access to traffic. In 1870 and 1871 steps were taken to extend the road up the Ottawa Valley, via Portage du Fort, to Pembroke. This was to be the first stage of a major construction to Sault Ste. Marie and the shores of Lake Superior. Under the direction of Thomas Reynolds, Walter Smith of Quyon, Hon. George Bryson of Coulonge House and M. Poupore, M.P.P. for Pontiac, Engineer William Kingsford selected two possible routes. After passing via Portage du Fort and "la Pope" (sic) one crossed the Ottawa River at the east point of Allumette Island; the other at the Allumette Falls. From the crossing the line was then intended to be routed via Pembroke and Deep River to as far as "McKee's Wharf" and Downie's Bay.[49] the route later followed by the

Canada Central.

The subsequent amendment to the Charter[50] called the two plans the "Pembroke Extension" and the "Northwest Extension" respectively. It required the Company to build the line to Alymer, Quebec, and increased the authorized capital stock by $500,000 to a total of $2 million. If it decided it wanted to build beyond Pembroke, the capital could be increased. Plans for the projected bridges had to be approved by the Governor-General as the Ottawa was a strategic waterway and there were defence considerations. The Company was given three years to start the construction; ten years to complete it. Unfortunately it was too late. Competition from the Canada Central, and its own dismal financial history, precluded any expectation of raising more capital. Even in those days, half a million dollars would not go far enough to build a line which would include two major bridges.

The St. Lawrence and Ottawa (the name followed reorganization in December, 1867) also looked southwards. On June 14, 1872, the same day as the Extension legislation was approved, Thomas Reynolds, Joseph and Thomas Robinson, A.R. Etre and W. Carter representing the Ebbw Vale company on the St.L&O Board: Sir Hugh Allan, George Stephen, Donald Lorne McDougall, W. Perley, H.F. Bronson, Levi Young, J.R. Booth and E.B. Eddy (Ottawa industrialists); obtained a charter for the St. Lawrence International Bridge Company.[51] The charter empowered this company to build a bridge across the St. Lawrence River from "some point in the County of Grenville to a point near Ogdensburgh in the State of New York subject to the approval of that State". The site tentatively chosen was the upstream end of Galops Island, some five miles downstream from Prescott. A drawbridge-type structure was considered to be both practical and adequate for the purpose. Capital was to be $1 million; construction could begin when one quarter had been subscribed. Any line terminating at Prescott in Grenville County or in Ottawa, or running in conjunction with any road that did, could use the bridge. Construction had to begin within three years and be complete within six. This would have been a most useful facility, benefitting railway companies on both sides of the border. It would have eliminated the time-consuming and expensive ferry link between Prescott and Ogdensburg, and so opposition could have been expected from the ferry interests. It would probably have forestalled the later Ottawa, New York and Waddington (the New York Central) and perhaps the Canada Atlantic, both of which had to bridge the St. Lawrence. Regrettably the bridge was never built.

Maintenance:

Keeping the road's bridges in repair was a continuing headache. The first Rideau River bridge suffered ice damage in at least two floods; in 1855 as we have seen, and again in 1862, when the ice damaged the

piers so severely that service was interrupted.[52] While temporary repairs could be made, funds were short and the massive rebuilding of the structure required did not take place until December 1865.[53] This work was completed on March 19, 1866, by William Ellis of Prescott under the direction of A.E. Simms. The new bridge timbers came from Currier and Co., of Ottawa,[54] its wrought iron from N.S. Blaisdell & Co., and its cast iron from the Jones and Dowsley Foundry of Prescott. All of these were "on-line" industries, giving an indication of the extent of industrial development in the area since the line came into use twelve years before. The new bridge was 400 feet long, 20 feet wide, with a footpath, - obviously the crews were tired of finding trespassers taking short-cuts - and new masonry piers; it cost $15,000. Although the evidence is not conclusive, the location may have been alongside the original structure. It is stated that, when the new bridge was completed, the old one would come down. The new work was finished on April 15.[55] In 1870 the Rideau River struck again. This time there was damage to the approaches as well as to the main structure and piers.[56] During that summer, Roadmaster Rolandson and his track crew raised the embankment by about a foot[57] but this was only a palliative. In 1874 the bridge was condemned. It was rebuilt on the old piers during the winter of 1874/75. During the 1876 season the short span near the New Edinburgh engine shed was washed out.[58] This replacement lasted just over ten years. It was replaced in 1886 by an iron bridge called, for obvious reasons, the "Black Bridge"; this lasted until the end of service in the 1950s.

The wooden Howe Trusses over the Rideau on the Chaudière Extension were replaced in 1884/85 by an iron bridge with an attractive light superstructure which, painted white, gave the bridge its name. It was rebuilt again, this time to a deck girder, after 1896 and probably about 1905. It was extended on two subsequent occasions and now comprises six double plate girder spans. Five of these extend 300 feet over the river; the sixth is 62 feet long and spans a Carleton University campus road on the north bank of the Rideau. The wooden Canal bridge was replaced also in 1884/85 by a through truss bridge and later - possibly at the same time the Rideau bridge was rebuilt - by a plate girder swing span. Between the autumn of 1964 and 1967 the Extension was lowered to pass under the canal in a 1,900 foot tunnel. A "shoo-fly" - a temporary track diversion - enabled the coal and ore trains to keep running to the Chaudière. A long cut has taken the line below a few of the local streets, (and Carling Avenue) thus eliminating not only the Canal bridge but also a large number of grade crossings. The cost of all this was $30 million.[59]

The bridge over the Nation River near Spencerville was a 100 foot span, probably with trestle and beam and bent approaches at each end. It was replaced perhaps three times, the present plate girder span probably dates from the same period as the later Rideau structures.

The road bridge at Cunningham's still crosses a deep cut, and it is still built out of wood. There is still an overpass to carry the road from New Wexford to the site of Junctionville. The crossing over No. 2 Highway at the east end of Prescott yard was replaced by a long embankment and two plate girder spans bearing two tracks, about 1905. These spans were removed after 1971 with the closing of Prescott Yard.

Iron rails give way to steel

The original line had been laid with 56-pound iron rails. Despite the fact that the rail wear must have been noticeable, the Company managed to defer their replacement until the 1870s. The first section to be replaced may have been near Chaudière Junction, some of which had 57¼ lb. steel rail by 1874.[60]

In that year nine miles had been replaced. Two years later 22 miles had gone in. Five miles were relaid in 1879, thirteen in 1880, three in 1884 and the last nine in 1885. In short, by the first year of the C.P.R.'s legal control, the St. L&O had been entirely upgraded to 60-lb. steel.

1. Shanly *Report*, 26 July 1851.

2. *Bytown Citizen*, 6 September 1851.

3. *Bytown Citizen*, 25 October 1851.

4. *Ibid.*, 11 October 1851.

5. Bylaw 68, 20 October 1851; Chas Sparrow, Mayor.

6. Bytown Citizen, 15 Novenber 1851.

7. Ibid., 10 January 1852.

8. Shanly *Report*, July 1852.

9. *Bytown Citizen*, 15 May 1852.

10. Shanly had given the Board one report on 21 February 1852 (*Bytown Citizen*, 6 March 1852) and a second one in May.

11. Shanly *Report*, 1851, p. 12; Dr. Robert Legget to the author, 1980.

12. Shanly *Report*, July 1852, p.18.

13. *Bytown Citizen*, advertisements, 28 August, 23 October 1852; Walker, *op. cit.*, p.263n; Francis, Shanly's brother had provided data for both bridges.

14. *Bytown Citizen*, 4 December 1852.

15. Walker, *op. cit.*, p.259; Francis Shanly had provided rail patterns.

16. *Ibid.*, pp.204, 225. 299.

17. *Bytown Citizen*, 6 May 1854, cites *Ogdensburgh Republican*, 2 May, 8 June 1854.

18. *Ibid.*, 12 August 1854.

19. *Ibid.*, 7 December 1854.

20. *Ibid.*, Advertisement, 16 December 1854.

21. *Ibid.*, Advertisement, 26 December 1854:
Ottawa Citizen, 23 August 1862: Bell statement

22. Pennington. *op. cit.* p.147.

23. *Ottawa Citizen*, 23 October 1862.

24. *Bytown Citizen*, 23 October 1852.

25. *Ottawa Citizen*, 28 April 1855.

26. Ross, A.H.D., *Ottawa, Past and Present*, Musson, Toronto. p64, 166.

27. Poors *Manual of Railroads*, New York, 1879

28. Shanly, *Report*, July 1852, pp. 13, 14.

29. Act: 16 Victoria, Cap 53: Lots 45 and 46 West side of Dalhousie Street; 10, 11, 12, 13, North side of Bolton; 10, 11, 12, and 13, South side of Boteler Street, Lot "O".

30. Shanly *Report*, July 1852.

31. Act: 16 Victoria, Cap 51, 10 Novenber 1852: 20 feet wide and 16 feet under the bridge arch.

32. *Brockville Recorder*, 12 July 1855. It was to be in by 6 September.

33. Morris, J.A. ed., *Prescott 1810 - 1867*. Prescott Journal 1967. p.134.

34. Keefer, Samuel, *Report to the Board of Railway Commissioners*, 1859, 28 February 1859.

35. Walker, *op. cit.*, p.30.

36. *Bytown Citizen*, 19 March 1852.

37. *Ottawa Citizen*, 21 November 1870.

38. *Ottawa Times*, 16 December 1871.

39. *Ottawa Daily News*, 8 June 1871.

40. *Ottawa Times*, 11 October 1871.

41. *Ottawa Citizen*, 6 October 1871.

42. *Ibid.*, 9 December 1871.

43. *Ottawa Times*, 16 December 1871.

44. Privy Council Railway Committee: Thomas Rideout to Secretary, 17 July 1882.

45. *Ottawa Citizen*, 2 October 1871.

46. Construction had begun in October. *Ottawa Citizen*, 31 October- 9 December 1871.

47. *Ottawa Times*, 10 December 1871.

48. *Ibid.*, 15 December 1871.

49. *Ibid.*, 29 March 1872.

50. Act: 35 Victoria, Cap 67, 14 June 1872.

51. Act: 35 Victoria, Cap 90, 14 June 1872.

52. *Ottawa Union*, 19, 25 April 1862.

53. *Ottawa Times*, 28 December 1865.

54. *Ibid.*, 31 January 1866.

55. *Ibid.*, 27 February 1866.

56. *Ibid.*, 11 April 1870.

57. *Ibid.*, 4 June 1870.

58. *Ibid.*, 17 April 1876.

59. *Branchline*, Bytown Railway Society. Lee Gault Article, Vol. 18 No.2 February 1980.

60. Poors *op. cit.*1874 *et seq.*

Stock Certificate

Chapter 4

Finance and Control

Most accounts of the St. Lawrence and Ottawa describe its financial history as "confused". The description is entirely apt. Yet the Company was not unique. Many early lines were the same. Unfortunately because its financial records have not survived it is difficult to ascertain just where its management went wrong and how it might have avoided the pitfalls. Its early transactions were modest. The small joint committee, which the entrepreneurs of Bytown and Prescott formed in the summer of 1848 to conduct a preliminary survey and to seek a charter, estimated their costs to be £300, of which each town bore half. Raising even that small sum took time and publicity. Some twenty years later, the press recalled that, in Bytown, Tom Keefer, after receiving only one York shilling (about 12½¢) from a Bytown merchant named Stretton paid all the expenses of handbills, light, etc., himself. A printer Richard Abbot set the type for the notices and Bell circulated them.[1] The two towns raised £263; £105 was spent on clerical and travel expenses (which may have included payment to Abbot) and on the Charter. Disposition of the remaining £158 was not recorded but there were to be other expenses.

As was usual the 39 original charter members of the Company were mainly businessmen prominent in their communities. Though their experience in business included most contemporary commercial and professional fields, it did not include the management of enterprises of the magnitude and complexity of rail transport. Very few individuals in North America and only a few more in Europe could boast of such a background in that era.

Its charter [2] empowered the Company to raise £150,000 by selling shares with a par value of £10. In addition, it could raise 8% mortgage bonds to a total of £100,000. It was also allowed to accept £100,000 in supplementary cash subscriptions for which no corresponding security was required. Thus the total capital potential was £350,000. ($1.4 -$1.7 million depending on whether the Canadian rate of $4 or sterling at $4.8667 was used.) Provincial lines longer than 75 miles and at least 50% completed qualified for a government subsidy under the provisions of the Guarantee Act of 1849. In 1851 this Act was amended to apply only to Provincial gauge (5'6") lines. The Bytown and Prescott at just over fifty miles and "narrow" (today's "standard") gauge of 4'8½" failed to qualify on two counts.

Given authority to do so by a public meeting held on September 27, 1850, the Provisional Committee opened the funding and asked the Corporation of Bytown to subscribe to £15,000 worth of stock or "such

other sum as the said Municipality may deem it worthwhile to subscribe".[3] The meeting also requested Joseph Aumond and Edward McGillivary of Ottawa, and Joseph Bowers of Kemptville, to open subscription books at their offices for the convenience of prospective subscribers. Public meetings were held to promote the sales. Although cash was welcome, the Company at that time expected only pledges to purchase stock at some future date.

Calls for part payment of pledges began on October 5, 1850,[4] presumably to meet current expenses. By January 21, 1851, private subscriptions were said to have totalled £40,000 with £20,000 more promised.[5] At that time the cost of construction was estimated at £150,000.[6] There were enough pledges to enable a start to be made. Meanwhile, Ottawa's Mayor, John Scott, contacted the Clerks of Grenville, Leeds and Carleton Counties, and some of the townships along the general route, in order to get some idea of the capital that might be raised. On October 15, he chaired Bytown's Municipal Council which approved the £15,000 subscription.[7] His example was followed on October 19 by Mayor Read Burritt of Prescott, whose Council agreed to subscribe £7,000.[8] Subscriptions started in Kemptville and Oxford County in late December.

The municipalities had to get authority from parliament[9] to lend this money and to levy rates to pay for any debts that such loans might create. As a protection for them, the legislature stipulated that any municipality lending the line £5,000 was entitled to a seat on the Company's Board of Directors. Larger investors were entitled to nominate more than one representative but not as a multiple of the basic £5,000 amount.

To pay for its £15,000 subscription, which was due immediately, Bytown raised 20-year debentures[10] with a face value of £25 bearing interest at 6% payable each half year. The first £1,000 worth were to be redeemed November 1, 1856, i.e., five years later, the rest would be retired at the rate of £1,000 per year. The ratepayers of Bytown were to bear the cost of this; rateable property worth £26,849 17s 2d was assessed at 9½d (about 19¢) per £100 ($400) in 1852, 10½d in 1853 thence continuing to rise at a penny in the pound sterling until 1859. Thereafter it was to decline by a half-penny per year until maturity. Over the twenty years, principal and interest would total £24,450. The theory was that the line's dividends would more than offset the interest and that no further demands would be made on the rate payers. This goal was never achieved and the debt became a heavy burden on the municipalities. Numerous efforts were made during the years to relieve them of it. The financial crises seemed to coincide with other management difficulties and probably did much to impede the efficient administration of the company. It also did nothing to ease relations between the company and the municipalities of the two terminal towns.

The debentures were turned over to the B&P on May the, 1851. It immediately discounted them at 30%. (£4,500),[11] a clear indication of the low level of optimism existing within the local money market.

Construction continued through 1851 and 1852. The Directors became increasingly aware that local sources could not produce the necessary capital. They had two alternatives: to seek equity investors outside the area to be served, or to issue bonds at fixed interest rates. However, the business world did not find the shares attractive. McKinnon went to the Boston Jubilee, which commemorated the opening of rail communication between Boston and Canada (via Rouses Point, NY). He talked to many, but came away empty handed.[12] The directors had no option but to issue bonds.

In February 1853, McKinnon went to England to buy iron taking with him £100,000 of First Mortgage Bonds. With these he made a deal with the Ebbw Vale Iron Company, a London-based firm with large foundries north of Cardiff, in Wales. This deal gave the line 5,400 tons of rails at "£10 10s a ton..." (£56,700).[13] No documentary evidence for this purchase has been found and subsequent reports contain two unexplained discrepancies. McKinnon stated that he had left £43,300 worth of bonds in England for sale on the financial market. Yet as he was to say five months later in his Annual Report he apparently paid the Ebbw Vale £68,958, and in his Report to Shareholders which produced the figures[14] he described the bonds as "6%"; they were 8%. Apparently no one queried the discrepancy, let alone the disposition of the additional £12,285. Did it include the cost of spikes and fittings? Ebbw Vale's discount on the bonds may have been calculated into that sum; in either case he should have given further details. To confuse the situation further, during the discussions prior to its take over bid for the railway in 1859, the Ebbw Vale Company stated that an "advance" had been given. A later generation might have called such an arrangement a "kick-back". The matter was never publicly clarified, nor has it been possible to do so now.

Robert Bell spent much of the early months of 1853 in Boston. In March, with assistance from Walter Shanly and Judge Brown of Ogdensburg,[15] he tried, unsuccessfully to raise capital by selling $100,000 of preferred stock to Boston capitalists. In July, he bought locomotives from the Boston Locomotive Works (Hinkley & Drury) and 131 cars. These purchases cost the Company £45,000, £25,000 of which was paid in stock; the other £20,000 was raised by getting a loan from the Commercial Bank,[16] a transaction which does not seem to have been reported until 1858.

President McKinnon reviewed much of this in his Annual Report to the Shareholders on August 11, 1853, a key document in the history of the line to that date. Subscriptions from private shareholders actually

totalled £18,250. The municipal shareholders were Bytown (£15,000), Prescott (£7,500), Gloucester (£5,000), and Oxford (£6,000) for a total of £33,500. Some contactors had been induced to take £3,400 worth of stock in lieu of cash. The paper total was therefore £55,150.

However, not all of the money raised had been received. Gloucester had withheld its subscription, for reasons which do not now appear. Some £2,900-worth of pledges had not been met; £1,400 worth of construction material pledged in lieu of cash had not been received and the 30% discount on the Bytown municipal debentures which, with charges came to £4,500 reduced the actual cash raised to £40,350.

McKinnon tried to put a bold face on the situation. Though he wrote off the Gloucester subscription and about £1,800 worth of materials and pledges, he thought the company would collect about £3,500 when people could pay. He cited the £68,985 worth of bonds mentioned above, neglecting to clarify his earlier statement which had told his shareholders that the cost of the iron had been £56,700. He told them of the transfers of £25,000 worth of shares to the locomotive and car builders. He then added, as potential capital, £43,000 worth of bonds left in Britain. Accurate mathematics, subtracting from a total of £100,000 a purchase figure of £56,700, indeed would have given a balance of £$43,300, but cannot be reconciled with his admission that his payment to the Ebbw Vale had been £68,985.

The total remaining was actually £31,015. He had hoped to sell the remaining £43,000 worth of bonds and estimated that the discount on them would be 15%. This should have produced a net of £36,550. But McKinnon by adding the estimated discount to his total instead of subtracting it, gave the shareholders a false revenue expectation of £44,779. On the actual total of unsold bonds of £31.015 a 15% discount would have produced a net of £26,362. Apart from his bad mathematics McKinnon overstated his case by some £18,417. And the odds were very much against him getting 85% of the face value of the bonds; 60% would have been more like it.

The work completed to that date had cost the firm £59,620. Shanly told them that £13,235 would be needed to finish the roadbed. £14,000 had been saved over the estimate for the construction of the grade, but almost 50% over the estimate for iron had to be spent because the price has risen in the months since the estimate had been made. By McKinnon's calculations the company still needed £69,043 to complete the road. Given his overstatement in respect to the investment potential it was more like £87,460.

About this time, William Jackson, who was at that time looking after the Peto and Brassey interests while operating as a financier and contractor in building the Grand Trunk, offered to take £100,000 worth of First

Mortgage Bonds and £100,000 at a 25% discount.[17] The Grand Trunk was then in the final stages of its plans for the financing and construction of its main line. A branch to Bytown was intended, though no actual survey had taken place. The B&P was a tempting alternative. In return for GTR investment it would be required to build the line to GTR standards and gauge at its own expense. As McKinnon put it this would have raised the discount of upwards of 33%, counting the increased cost of construction, and would have meant giving up control of the road "and applying for it besides".[18] Although he did not say so, it would have also ended the B&P's hopes of a direct interchange with American roads. From the GTR's viewpoint, it may have been a generous offer. From the B&P point of view the big company had been a little greedy. It would not be the only time.

The only source of funds remaining was the Municipal Loan Fund. This had been established by legislation passed in 1852 which empowered municipalities to loan money to finance railways. As such, it extended the Guarantee Act of 1849 (the legislation that stipulated a line had to be more than 75 miles long to get a subsidy)[19] at no real cost to the Government. It required the municipalities to provide the collateral; in short, to buy back the railway companies' notes. The B&P therefore asked Prescott and Bytown to support its application for £75,000. The company promised to set aside sufficient funds to pay the 8% interest for two years and to establish a 2% sinking fund. Although there was some opposition, Bytown Council agreed to put up security for £50,000. Prescott agreed to underwrite £25,000. Both communities took a joint second mortgage on the railway as a security.[20] This in retrospect was an unfortunate decision. It would become a burden to the tax-payers and would be a source of conflict between the parties throughout the company's existence. Yet really there was no alternative.

The company had accumulated what it thought was enough capital to complete construction. It had until 1856 in which to get the line earning revenue to meet its obligations, but it had saddled itself with an enormous debt burden. The first mortgage at 8% to the Ebbw Vale Company would cost it either £5,519 or £4,536 ($26,858 or $22,075) depending on which payment had actually been made for the iron. The joint second mortgage of £75,000 at 8% plus 2% for the sinking fund added another £7,500 or $36,500 . The first £20,000 loan from the Commercial bank for the line's rolling stock ($97,334 [1] or $80,000) would cost an additional 8% (third mortgage) or either $7,736 or $6,400 per year. The total annual interest charges alone were therefore between $71,144 and $64,975 a year. Yet the company was also expected to make enough money to enable the Bytown and Prescott Councils to meet the 6% charges on the debentures issued for the initial share purchases.

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a Exchange rate £= $4.8667

In addition to this funded debt, the Company had been authorized to meet minor obligations by issuing promissory notes.[21] Though signed by officers of the company it was made clear that these represented a claim against the firm, not the officers themselves. The notes had the merit of extending the cash available, and did not bear interest, but they seem to have been used quite indiscriminately, with a large number reportedly outstanding at any one time. They were widely circulated often at quite considerable discounts throughout the communities. One source claims that they were all redeemed eventually,[22] possibly by being exchanged for shares in many cases, but their somewhat casual use doubtless contributed to the lack of public confidence in the company that began to emerge very soon after the line opened.

One can see why Shanly left the company. How its management expected to meet the interest charges, upgrade the line, and meet any unexpected expenses is a mystery. Perhaps the individuals concerned did not know how all this was to be done either, but considered that the company had gone too far to stop. Expenses were heavy; revenues slow in coming. Table oo lists such data as are available for the line. Though the early years are incomplete, it is clear that the company at no time earned enough to carry the costs of raising its capital. And its creditors would not wait.

The first such claim was an involved, and rather unpleasant, incident which seems only to have been reported some years later. It involved a Mr. Robert Lee who, in 1858 claimed damages of £5,122/7s/6d ($424,929.08) representing the value of promissory notes that he held. [23] The circumstances are not entirely clear. Critics of the company management claimed that the company notes had been turned over to him without value having been received, i.e. that the whole thing was a put-up job from which President Bell stood to gain if Lees collected. Lees in fact had done legal work for the line, as well as for other clients, and was probably paid in notes, which he then had been unable to redeem. Some of the work that he had done may actually have been done as the company's representative in its attempts to get funds under the Grand Trunk Relief Act, which was intended to provide assistance to the O&P as it had by then become.[24] Lees was awarded damages. No connection with Bell was established. That he continued to act for the company (he was also City Attorney for Ottawa) does suggest that the dispute had been at least an amicable one, if not, indeed, the "put-up job" the critics had claimed.[25]

In that same year, 1858, the Ebbw Vale company, which had received no interest on the bonds that it held, brought suit in Chancery Court. During this action another irregular arrangement was disclosed. McKinnon, as has been said, had left the balance of bonds in London for sale. Some £7,850 had been sold, but the balance, perhaps £23,000 worth still remained. Apparently these had been handed over to the

Ebbw Vale Company by McKinnon, presumably to pay for the fittings or as security for the unpaid interest. When the Court issued its judgement against the Ottawa and Prescott on September 30, 1859, it ordered that the bonds be returned to the company.[26] The Court also placed the line under a Receiver, a Mr. C.W. Simpson, who continued in that capacity until February, 1862.

These legal proceedings alarmed Ottawa's Council, which also had not received interest or dividends. In January 1859, it formed a Railway Committee to "obtain true and reliable information" regarding the Company.[27] The local ratepayers, faced with a heavy tax bill, became restive and put pressure on Council. Bell, who at that time was trying to get some form of relief from Parliament,[28] managed to defer answering for some months, and then evaded the main issues. In 1861 the Council tried to get the government to defer taxes but failed. Ottawa tried again in 1862 to get money out of the Company and, at the same time, to get the Government to take it over. Again the city was not successful. Attempts to squeeze some money out of the Company continued until it collapsed in 1865.

Though records are incomplete, some capital fund reorganization had also taken place during the first three years which produced an issue of 2,868 preferred shares, apparently with a par value of about $40. This provided some $114,520 Total share capital, at par was $317,940.[29]

In 1856 the Grand Trunk had been granted the right to raise £2,000,000 through the sale of its preference Shares.[30] Half the proceeds from this sale were to go to assist the lines running north from its main line at Port Hope, Coburg and Prescott, and for the construction of a line in Quebec. This arrangement solved a cash flow problem for the GTR. It brought votes for politicians through whose constituencies the lines ran and so strengthened John A. MacDonald's government, and it eased the problems of the three railway lines in Ontario.[31]

When the funds were available ($250,000), the Grand Trunk went to the Commercial Bank which held the O&P's third mortgage and paid off the loan. The actual sum paid has been variously cited as £22,956 and £29,578 17s. 10d. On a face value of £25,000 and accrued interest it should have been £27,930 7s. 9d. The differences are not explained. The GTR then took a lien on the locomotives and rolling stock which the bank held as its security for the mortgage. This was not strictly legal. The money should have been given to the O&P, which would then have used it, however, it saw appropriate to put the line on a sound footing. Bell argued that the sum was a gift;[32] the GTR claimed it to be a normal commercial transaction, and that it had to protect its money. The opposition press called the whole thing a vote purchase and condemned both sides. The *Bytown Gazette* ran an involved story claiming that Bell, and a Mr D. Morrison (this may have been a garble for J.C. Morrison, a

former GTR official and well-known lobbyist), to "operate a first mortgage drawn to pay off and obtain a portion of the bonds sold (to the Ebbw Vale) and pay off the second mortgage and the floating debt". Morrison allegedly got a loan from the GTR for $13,000 from which demands against the property were paid off, together with some wages and a little balance left over. For this he was paid £700 commission.[33] Whatever truth there may have been in all this, Bell got the Commercial Bank/GTR transaction cancelled, drew the money and paid off the Commercial himself. He then turned around and used the line's rolling stock as collateral for the entire sum to which he was entitled under the GTR Relief Act. transferring the third Mortgage to that company. All this was to come back to haunt him five years later.[34]

Business picked up after the 1857 slump. The construction of the new Parliament Buildings, which began in Ottawa in 1861, provided some new traffic. The revenue was used to upgrade the line. Ebbw Vale, patient to that point, asked for money. Bell arranged to pay them 30% of his line's gross earnings against the first mortgage. Payments started in February 1862 and by September amounted to $11,554.56. When business fell off at the end of the construction season, the deductions could no longer continue. The sum paid was only enough to reduce the interest owed, but not the principal.[2] It left no margin for emergencies.

The company did tap one source of income. On September 25, 1862 it agreed to allow the GTR to lay and use a third rail from Prescott Junction into Prescott yard. - a matter of a mile and a quarter - and to build for it a 400 x 100-foot wharf near the "existing freight house". Behind this was a large basin. A large shed, 250 feet long and 40 feet wide, was built on the wharf. The GTR advanced £1750 ($8,500) towards this construction at 4% interest,[35] presumably taking a lien on the shed as security. There was also talk of the erection of a floating grain elevator. This facility provided the GTR with a "window" to the U.S. market, through which it was to funnel a good deal of its traffic from Southern Ontario. It reserved the right to set the rate it paid to the O&P.

This arrangement gave the O&P some revenue against the slight cost of meeting the GTR's requirements for motive power and service. It provided additional employment for Prescott where the yard was a trans-shipment point between the GTR and cars of the Northern R.R. of New York. A GTR shareholders meeting on October 31st was critical of the transaction, and it had to be reassured that there would be no cost to the Grand Trunk.[36] There should have been no cause for concern; the cost to the GTR was minute, the benefits immense.

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2 A statement of the Debt to Ebbw Vale appears in Table II.

During the winter of 1862/63 a group, dissatisfied with Bell's handling of the Company's affairs, obtained a majority of the shares and attempted to force his ouster.[37] The group had a valid case. Bell had not issued a financial statement for three years. No money had been paid to any of the major creditors except Ebbw Vale - the municipalities were especially bitter over this - and the wages were in arrears. Attempts by the Ottawa Council to reach a satisfactory settlement had failed. The Council of course was caught between the taxpayers and the Municipal Loan Fund. Actually this was the third attempt to unseat Bell. He had fought off R.W. Scott and G. Fellowes in 1857, and Mayor Workman and council members Dyke, Clemow, Leamy and Perkins in 1859.[38]

When they heard of this plan, Bell's supporters began to fight back. There was the inevitable chicanery. The Town of Prescott found it had sold 100 of its shares to the Town Treasurer, a Bell supporter, for $49 (par value had been £10 per share). This official had called a meeting of his supporters on the Town Council, declared a quorum, and voted approval of the transaction. The "meeting" was then adjourned, to be reopened a little later for the normal municipal business. The O&P's Secretary-Treasurer, Joseph Mooney, was accused of neglecting to register the legal sales of Ottawa-held stock, while registering those transfers from Prescott and Oxford which were made illegally.[39] Also he may have bought some of the stock held by Brainerd of Ogdensburg who was reported as having built the original passenger cars.

Many of the shareholders saw the transaction as a way of recovering something from a bad investment. Peter Tomkins, the foreman of a section some six miles from Ottawa had been given 25 shares by contractor James Goodwin, in lieu of $1,000 owed him for back wages "and other considerations". He sold these for $4 each: 10¢ on the dollar. Thomas Maley had bought 250 shares (par value $10,000) - half the holdings of the Municipality of Oxford - for $5 a share, - plus an O&P promissory note for $1,200. He claimed he would have taken $200 for the note and been well satisfied.

The confrontation between Bell's "old Board" and the opposition's "New Board" took place at the Annual General Meeting, which was held at the Ottawa Station on May 8, 1863.[40] The opposition, led by James Goodwin and Francis Clemow, tried to seat its nominee, E. McGillivray, as Chairman. Bell, standing on his rights to chair the meeting - rights that were established in the corporate by-laws - was shouted down. The shareholders demanded the books, pointing out that he could be forced to vacate the chair by motion. Bell and his supporters retired to another room in the station in which was a safe containing the company records. Tempers ran high and, when some of the "new Board" considered it their right to seize those records, one Michael Curry, who seems to have no official status in the altercation, brought in a boulder, smashed a panel in the door between the two offices, and helped break it open. During the

ensuing melee, that rock was thrown at Bell, narrowly missing him. Thereafter the "old Board " was forcibly evicted, some minor injuries being suffered on both sides in the scuffle.

Though Ottawa's Police Chief, Thomas Langrell and Detective Constable O'Neill were in the station (O'Neill was actually sitting on the Company safe to stop it being forced), they were powerless against the mob.[41] Mayor Henry J. Friel was also on the scene and, after the event, swore in special constables and called out the local militia volunteers for a week to keep the piece. Troops were provided by the Field Battery (Lt.-Col. Turner), the Foot Artillery (Capt. Forrest) and Nos 1, 2. and 3 Rifle Companies under Capts. Grant, and Beaubie and Lt. Horne respectively. They were in place by 9 pm. They were needed; there were cases of theft: someone broke into and robbed the freight shed, someone else stole the telegraph key from the agent's office.[42]

Bell suspended services, moving the cars and locomotives to Prescott for the week. Mayor Friel tried to get both sides together and enlisted the Recorder (magistrate) John B. Lewis to help in the mediation, but no discussions took place. Meanwhile Bell laid formal complaints against some fourteen of his tormentors. These cases were heard on May 19; nine, including McGillivray, were discharged, three were acquitted by the Recorder, and the remainder remanded to the Fall Assizes. The hearings did give all concerned a chance to "blow off steam" and so reduced the tension. Later, cooler heads prevailed and the remaining cases never came to trial. On August 6, Joseph Mooney made a free gift of 650 shares to Prescott, presumably replenishing the town's holdings.[43]

A second meeting was called for July 28, 1863. President Bell briefly reviewed his position and the line's circumstances: business had been bad - work had stopped on the Parliament Buildings; there had been a bad harvest; and a general depression. On May 23, 1863, T.P. French had been appointed as Receiver. Bell then introduced Joseph Robinson of the Ebbw Vale Iron Company, who reminded the gathering that his firm had supplied the iron for the line, that it had not been paid, and that his concern was that the line be put on a paying basis. He asked that disagreements be put aside to enable that to happen. With Bell's support, he then proposed a slate of Directors which carefully balanced the opposing factions and, at the same time introduced some professional railroad engineers. It included himself, Charles Aumond (son of Joseph); R. Bell, M.P. Joseph Bower, Kemptville; William Patrick, Prescott (old Board); James Skead and R.W. Scott (new Board); Joseph Hickson and Edward W. Watkin, Secretary and Past president respectively of the G.T.R.; and Thomas Reynolds, Manager, and Thomas Moreland, Officer of the Great Western. His motion was passed without argument.[44]

Robinson then made an offer by which the Ebbw Vale would take

£30,000 of stock. The GTR would absorb the road, which would be relaid to broad gauge. Revenue was to be spent in rehabilitating the bridges. The interest owing the Ebbw Vale was to be capitalized through a further issue of bonds. The second Mortgage (held by the municipalities) was to be reduced to 6% (an easement had been negotiated with the Government) and the minor indebtedness was to be retired by issuing further preference stock. Wages were not included in this provision and there is no indication of any other provision for the employees. The Company was to seek a Relief Act with the support of the Ebbw Vale and the municipalities. A formal agreement incorporating these provisions was signed on December 8th, 1863.[45]

Thomas Reynolds was appointed receiver on behalf of the Ebbw Vale Company. While Reynolds attempted to run the line, Bell prepared and lobbied a Bill in Parliament "For the Relief of the Prescott and Ottawa". This asked the Government to take over a new first mortgage for $250,000 with which to buy new rolling stock, rebuild bridges, and generally give the Company the means to get back on its feet.

His bill did not appeal either to Prescott or Ottawa. Prescott's Council could not believe that its long years of loyal support counted for nothing and held that passage of the bill would deprive it of the control over the assets given it by the second mortgage. It submitted a number of proposals which, it thought, would result in more equitable treatment all round.[46] Ottawa's Council resented what it considered to be Bell's failure to discuss his draft at length with it but did not actively oppose the Bill.[47] Oxford (which was not a major creditor) supported Bell. Prescott's proposals in effect asked the GTR to take over the line and to assume the payments to the Municipal Loan Fund. C.J. Brydges, Managing Director of the GTR, refused.[48] He planned to make a better deal; as we shall see O&P mismanagement was coming home to roost.

The Prescott and Ottawa Councils approached their respective members of Parliament, Walter Shanly and J.P. Currier, and got them to delay the Bill's passage. They made their opposition clear to Bell, although Prescott tried to arrange a compromise. In testimony before the Railway Committee on October 4, Bell denied the criticism that he had failed to inform the mortgage holders, and reviewed the need for assistance. He pointed out that, if foreclosure did occur, all would lose. Amendments proposed by the Committee so changed his Bill that Bell withdrew it.[49]

Right then, the Grand Trunk pounced. On October 3, 1864, John Bell, the GTR's solicitor and ironically, Robert's brother, advised that inasmuch as the rolling stock on the O&P was the collateral for the third mortgage held by the GTR and because the line was dangerous (sic.) the GTR. was not prepared to risk that equipment in service. Unless a satisfactory arrangement was made it would be seized.[50]

Bell tried to raise the money around Ottawa to stave off the GTR's attack. The Mayor at that time was M.K. Dickinson, owner of the major shipping line operating both on the Ottawa and the Rideau and one of the O&P's main competitors. Dickinson was very careful not to make any public comment that he was opposed to the line, but he made it clear that he would not lead the City in a fight to protect its investment. (There was an incident of "misdirected" mail that took seven days to get from the Mayor's office to Bell via Prescott (twice) and so reduced the time available to Bell for his negotiations.[51] Bell suspended operations on October 14 except for the inward movement of Ohio stone from Prescott for the Parliament Buildings. By the 21st he had dismissed all employees except a small caretaker and office staff. He had effectively manoeuvred the City, and in particular, Mayor Dickinson, into the position that it had, by failing to support him, forced closure of the line.[52]

For the most part, the contemporary press sided with Bell. It was unthinkable that the capital (of the Province of Canada) should be without a rail connection. The Ottawa Council was criticised for letting matters reach such a stage. Both towns were criticised for not supporting Bell's Relief Bill. The Prescott *Messenger* saw the GTR letter as a threat, or bluff, (its editor was not sure which) suggesting that the GTR wanted to lease the road, preferably after the Ebbw Vale had repaired it. That paper regarded the GTR control as "... an improvement to have it put on a sound commercial basis and the tribe of leeches who have so long battened on its existence sent elsewhere".[53]

No money was forthcoming and on October 21, 1864. The GTR seized three locomotives, 26 boxcars, 23 flat cars, three first class, two second class passenger cars, and two baggage cars, and offered them for sale by the Sheriff. Prospective buyers were warned that they would have to assume a mortgage of between $160,000 and $180,000. Faced with these pre-conditions, buyers were scarce; C.J. Brydges moved to buy all of that equipment for $301.[54]

He was not quick enough. On October 20th, the Ottawa and Prescott obtained an injunction preventing the GTR from interfering with the line.[55] Reynolds, as Receiver, had protested the sale, but had withdrawn his protest prior to the event. Each side had some cards it could play. Bell held the franchise, without which no one could run the line. The Ebbw Vale held the first mortgage and legally had first claim. When Bell applied for his Relief Bill, the Ebbw Vale held up its pending foreclosure action, stating that it was prepared to take second place, hoping to get its money from the Government. The municipalities were in the weakest position. Though they had priority over the GTR, that railway held the first lien on the cars. A deal was imperative.

Thomas Reynolds prepared a summary of the financial position which

clearly shows the mess that the Company was in.[56] The original debt owed to the Ebbw Vale Company described as "Bonds for iron and cash" was shown as £59,750 (£2000 over what had been stated by McKinnon. Was interest added? Reynolds then juggled interest payments and other charges such as costs of the sale of coupons, deducted the "£4311 19s 3d" which had been paid in 1861 and added it all to a total of £55,453, ten shillings to make up a total indebtedness of £115,203 ten shillings. He then converted this at a rate which seems to have been £1 = $4.26, and produced a summary setting out the position of all creditors. (Details in Table III).

Outstanding shares (the procedure differed from today's practices) totalled $431,756. Ebbw Vale's First Mortgage was $476, 931: The Second Mortgage (municipalities) was $300,000; Third Mortgage (GTR & Oxford County) $243,335 for a total of $ 1, 020,266. Interest owing was $154,432, $235,479, and $34,166 respectively for a total of $424,077 (a mathematical error made the total $424,097). Sundry other debts (their nature was not specified) added $127,767 and the overall total came to $2,003,866 or $42,000 per mile.[3] Obviously the Company could not go on as it was.

Ottawa Council sent a member of its Railway Committee, Councillor Duck, to talk to the GTR. In the meantime Bell re-opened the line to public use, on November 17th. Actually trains had been running at night with freight, which prompted the editor of the *Ottawa Union* to wonder if this had been because it was "safer to use the road in bad repair at night than in daylight".[57]

A meeting was held between Brydges, Thomas Reynolds, Mayor Dickinson and Bell. No Prescott representative was present, though its Council had been invited to send one. The agreement which resulted contained elements of all the previous negotiations.[58] Effectively, it gave the G.T.R. responsibility for operating the line. Working expenses were to be paid and all other receipts were to be used to repair the bridges and any other facilities. Anything left over was to go to pay off the GTR'S Third Mortgage. Other debtors' claims were to be met either by issuing bonds in lieu of interest or by selling preference shares. Prescott was given twenty days to agree to the document or be banned from further discussions. Oxford and Ottawa were to be allowed to appoint a Director. Prescott's Council declined the offer.

Operation by the GTR essentially amalgamated the two lines. The O&P was to be broad-gauged at its own expense. Rolling stock was either to be modified or used on other GTR "narrow gauge" lines. Costs of management were not to be levied against the line. The Grand Trunk

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3 Table III, above refers.

closed its Prescott Station offices and moved them to the O&P station at Prescott Junction.[59] Prescott passengers could still board at the wharf - perhaps a slight inconvenience - but other passengers were not affected.

A General Meeting held on January 17, 1865,[60] saw Robert Bell replaced by Thomas Reynolds, with C.J. Brydges as Vice-President. Treasurer Joseph Mooney was replaced by Bradish Billings. T.S. Detlor, who had been the Grand Trunk agent at Napanee, became General Agent under W.C. Spicer at Ottawa. Spicer was promoted to Superintendent.

Ottawa City Council then petitioned for its own Relief Bill, the provisions of which were essentially the same as that proposed earlier by Bell.[61] It asked for funds to pay off the labourers, officials and lastly the creditors, and in short to amalgamate the line with the Grand Trunk Railway.

Prescott still opposed these measures. Its Council saw the whole affair as an attempt to grab the O&P at a bargain price,[62] an argument which when one considers how much the GTR actually had at stake compared with the other creditors, had some validity. They cited peripheral arguments. Rebuilding the line to the GTR gauge "would cut off Prescott from the U.S.A. market", (it might, instead, have increased the size of the labour force needed for trans-shipment). The Ebbw Vale Company did not need the line". There was mention of GTR illegalities, possibly an echo of the attempted forced sale of rolling stock. The bill was an "invasion of private rights" and thus worse than its predecessor. In short, Prescott feared that, whatever happened, it would lose its line, yet still be responsible for the $200,000 it had secured under the Municipal Loan Fund. While this conclusion was right, the real tragedy was that Prescott never quite grasped that the question was really about finances. It was out of its depth, unable or unwilling to see that years of support meant nothing. The Bill passed. The Act of Parliament which resulted[63] empowered any mortgagee or judgement creditor to foreclose and to buy and operate the line.

The Ebbw Vale Company with its First Mortgage, lost no time in taking over. Though the conditions are unclear, it reached some agreement during the summer of 1865 with the GTR and on November 14, under A.M. Buell, Master in Ordinary of Court of Chancery for Canada West, Wakefield and Company, Auctioneers in the City of Toronto sold the line to Joseph Robinson, Ebbw Vale Iron Company, for £50,000 (perhaps $243,000).[64] It had originally cost $24,000 a mile - $1.8 million. Both Ottawa and Prescott lost the only security they held for their support of the company. Eventually the municipalities were to clear themselves of the debt, but it was a heavy burden, particularly for the smaller community.

The Ebbw Vale Company operated the line during 1866 making some

repairs including the bridge at Ottawa, draining the swamp near Ottawa station, putting up new stations (which were not identified in the press) and fencing the line's right-of-way between Ottawa and Prescott, a job which grossed William Ellis of Prescott $15,000.[65] Nonetheless it considered that its legal status with respect to the line was unsatisfactory. On April 18, 1867, a Deed of Trust empowered Joseph Robinson, the Trustee, to buy the line, repair and re-equip it, and borrow $240,000 on a First Mortgage to do so. It served notice that it intended to incorporate the line as the St. Lawrence and Ottawa with a capital of 1,500,000 shares. This took place on December 21, 1867.[66] Of the $1.5 million worth of share capital authorized only $789,909 was paid up. Except for $50,000 worth (6%) of stock held by Thomas Reynolds, all shares were held in London. The Ebbw Vale Company held $405,493 (51%): Thomas Robinson, and his firm of Robinson and Eyre held $288,566 worth (37%); and the remaining $45,850 (6%) was held by W.D. Starling, a metal broker, F.A. Tamplin and the Bailey brothers, all friends of the Robinsons, all located in London, England. Reynolds became Managing Director; he does not appear to have attended Board meetings in London, but was represented at them by the Secretary, Thomas A. Walton.

During the next few years the St.L&O made money, as an examination of the figures in Table IV (Page) shows. Some of this profit was applied against its outstanding obligations, although details are lacking. As we have shown, in 1872 it obtained a charter to build to Pembroke.[67] This increased the capital stock authorization to $3.5 million and reclassified the paid-up shares as Preferred. It was also given permission to issue bonds, operate gravel pits, provide bridge service to other lines and to amalgamate with other companies.

On April 12, 1876, the Company borrowed an additional $240,000 "to defray the costs of the Chaudière Extension."[68] This necessitated two mortgages of $240,000. On the 1867 loan it paid 8%: the other cost it 7%. Each also provided for a 1% sinking fund. The pattern of pyramiding debts, prevalent in the first ownership, continued. The real reason for the debt burden was to recapitalize, to replace the two mortgages with one at a lower rate. The Company was given the £50,000 that it had asked for, on a third mortgage which had priority over the preference shares, but it contained a condition. If the line was in default by $125,000 or more the bondholders could take it to the Court of Chancery.

Time began to run out for the line. The arrival of the Brockville and Ottawa / Canada Central into the Ottawa Valley (reaching Sandpoint in 1867, Ottawa in 1870, and Pembroke in 1874, cut into the western traffic. The expected arrival of the Quebec, Montreal, Ottawa, and Occidental (it was not opened through from Montreal to Hull until 1877) and its construction of a bridge across the Ottawa potentially gave the

north shore mills and mines an anticipated outlet to the east and would virtually deny any real hope for export traffic routed via Prescott.

During 1876 the Directors reviewed the St.L&O's capital structure. The authorized share capital was increased to $4,473,334 of which $1,519,909 was paid up. Bond issues totalled $750,000. In 1877, the floating debt comprised $122,263 upon which interest was payable, plus $35,515 interest free. This floating debt varied each year, but by 1882 it had been retired. By **1866** the capital account showed that the company had been authorized to issue $2,710,000 worth of ordinary shares but only $2,153,243 had been subscribed. The preference share subscription total remained at the original $789,909, but the bond issues had risen to $973,334.

In 1883 the line suffered an operating loss, the first in fifteen years and a significant turn-around from 1882. This loss would increase in 1884 and reoccur in 1885. By 1885 $991,500 worth of bonds had been taken up: interest on them had not been paid. Some of the explanation for this turn-around can be found in the death of Thomas Reynolds in June 1880. After his death some of his personal shareholdings, amounting to $175,000 of St.L&O stock were offered for sale. After some delay they were bought by Duncan McIntyre of the Canadian Pacific syndicate.[69] Though the holding did not constitute a major part of the voting stock it was sufficient to give McIntyre a significant say in St.L&O policy. In fact the line's operations were integrated into the larger company in January 1882. Thereafter it was operated, for all intents and purposes as a CPR branch line. A formal 999 year lease was signed in 1884, retroactive to December 1881, and the line lost its operating identity in 1885. Its corporate identity remains to this day and a number of subsequent decisions by the Railway Committee acknowledge that fact. Its last financial arrangement seems to have been the sale, in 1896, of some lots along the Chaudière to pay the costs of bridge reconstruction.

1. National Archives of Canada: File MG 24 I 9 XV 6117 33: clippings, nd, no source.

2. 13 & 14 Victoria 132; *Act for the Incorporation*, etc., 10 May 1850.

3. *Bytown Packet*, 28 September 1850. *Bytown Gazette*, 8 April 1852.

4. *Bytown Gazette*, 5 October 1852.

5. *Ibid.*, 25 January 1851.

6. *Ibid.*, 4 January 1851.

7. Bytown, Bylaw 14; cited by *Bytown Packet*, 9 November 1850.

8. *Bytown Packet*, 23 December 1850.

9. Act: 14-15 Victoria Cap 147, 30 August 1851.

10. *Bytown Citizen*, 31 January 1852. *Bytown Gazette*, 31 January 1852.

11. *Bytown Citizen*, 31 May 1851; *B.&P. Report*, 11 August 1853.

12. Walker, *op. cit.*, p.227, 14 September 1851.

13. *B.&P. Report*, 11 August 1853.

14. *Ibid., Ottawa Citizen,* 1 March 1853.

15. *Ottawa Citizen*, 19 March 1853. Costs were claimed to be $20,000 per mile, revenue estimated at £ million a year.

16. This loan was not made public until the Annual General Meeting in August 1858, see note 32.

17. *B. &P. Report*, 11 August, 1853

18. *Ibid.* McKinnon.

19. Young, Brian J. *Promoters & Politicians,* University of Toronto Press, 1978. p.5.
Young, incidentally, has the Molson family active in the St.L&O affairs and the line taken over by the Grand Trunk before 1872.

20. Minutes of the Carleton County Municipal Session, 21 January 1851. PAC MG 24 I 9 Vol 23. Bylaw 103, 15 September 1853 and preamble to Bylaw 72, 1 July 1853.

21. Act: 16 Victoria Cap 51. 10 November 1852.

22. Pennington, *op. cit.*, p.147.

23. *Ottawa Union*, 14, 15 October 1864.

24. *Ibid.*, 9 May 1863.

25. *Ibid.*, He was shown as Company Secretary as late as 15 May 1863.

26. *Ibid.,* 29 February 1860. This Report cited £43,300 unsold, then £8,000 sold and £33,300 to the Ebbw Vale Company

27. *Ibid.*, 21 January 1859; *Ottawa Times*, 9 March 1861. The Ottawa Council asked the Government not to press for back taxes, then $12,000.

28. *Ibid.*, 1 February 1859.

29. *Ottawa Banner & Railway and Commercial Times*, citing *O. & P. Report*, 11 August 1858.

30. Currie, A.W., *The Grand Trunk Railway of Canada*, University of Toronto Press, 1957. pp.45, 92, 72.

31. *Bytown Gazette*, 12 February 1857. *Brockville Recorder*, cited in the *Ottawa Citizen*, 20 September 1856.

32. *O&P Report*, 1858, cited in the *Ottawa Banner*, 11 August 1858. Bell called the sum a "grant."

33. *Bytown Gazette*, 12 February 1857.

34. *O&P Report* cited in the *Ottawa Union*, 30 July 1863.

35. Deed, 25 September 1862, held NAC file RG 30 Vol 12 595, 1-228 (14).

36. *Ottawa Union*, 27 November 1862.

37. *Ibid.*, 2 May 1863

38. *Ottawa Citizen*, 21 January 1854; *Ottawa Union*, 21 January 1859.

39. *Ottawa Union*, 2, 15 May 1863; cites *Prescott Messenger*, 2 May 1863.

40. *Ibid.*, 9 May 1863.

41. *Ibid.*, 16 May 1863.

42. *Ottawa Citizen*, 16 May 1863.

43. *Ottawa Union*, 15 May, 16 August 1863. *Ottawa Citizen*, 16 May, 21 June 1863.

44. *Ottawa Union*, 31 July 1863.

45. Corporate seals from this Agreement are shown elswhere in this book.

46. *Ottawa Union*, 21 May 1864.

47. *Ottawa Citizen*, 17 May 1864

48. *Ibid.*, 17 November 1864.

49. *Ottawa Union*, 18 June, 6 July, 24 November 1864. *Ottawa Citizen*, 4 October 1864.

50. *Ottawa Union*, 4 October 1864.

51. *Ibid.*, 6, 11, 14 October 1864.

52. *Ibid.*, 13, 18, 25 October, 4 November 1864.

53. *Ibid.*, 21 October, 14 November quotes *Prescott Messenger*; *Quebec Chronicle & Pembroke Chronicle*.

54. *Ibid.*, 8 October; *Ottawa Citizen*, 22 October 1864.

55. *Ottawa Citizen*, 25 October 1864.

56. *Ottawa Union*, 17 October 1864.

57. *Ottawa Union*, 4, 15 November 1864; *Ottawa Citizen*, 5 November 1864.

58. NAC, Item 212, RG 30 Vol. 12594: Parties Ebbw Vale Company, City of Ottawa, G.T.R., Oxford. *Brockville Recorder*, 8 December 1864; *Ottawa Union*, 9 January 1865.

59. *Ottawa Citizen*, 16 January 1865.

60. *Ibid.*, 19 January 1865.

61. *Ibid.*, 14 February 1865.

62. *Ibid.*, 23 February 1865.

63. Act: 28 Victoria, Cap 35, 18 March 1865.

64. *Ottawa Citizen*, 25 September, 15 November 1865, *Ottawa Daily Union* cites *Toronto Globe*, 8 November 1865.

65. *Ottawa Citizen*, 25 September 1865; *Ottawa Times*, 28 December 1865.

66. Act: 31 Victoria, Cap 20, 21 December 1867. The sale was dated 28 December 1865.

67. Act: 35 Victoria, Cap 67, 14 June 1872.

68. Act: 39 Victoria, Cap 47, 12 April 1876.

69. *Ottawa Citizen*, 3 November 1881.

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The St. Lawrence, sketch by Jack Dolman, H.C. Moulton Collection (better alternatives might be the Lady Lisgar or the Lucy Dalton)

Chapter 5.

Motive Power

Initially, the Company wanted six locomotives; two "service engines" for switching duties, two freight, and two passenger, [1] but it only received five. The roster divides into three phases: original locomotives, in service from 1854 to about 1880: augmentation, beginning in 1866 and continuing to about 1881; and, replacements, from 1876 to 1882. During the latter period all but one of the original five numbers were reissued to locomotives with new names. Examples from all three periods lasted into the C.P.R. period and were renumbered by that company. The names were dropped at that time. The overall roster is given in Table V page ooo.

The first generation of locomotives were bought from Boston Locomotive Works, also known as Hinkley and Drury, (from its founder and his partner), 480 Harrison Avenue, Boston, Massachusetts. It was one of the largest of the fifteen locomotive manufacturers in the USA at the time with a wide market. It was a conservative firm and was to be overtaken by more progressive manufacturers. The first orders from the Bytown and Prescott, filled in May 1854, were for two 0-4-0 switching locomotives, construction Numbers 515 and 516. Both had 46-inch drivers, 11½ x 20-inch cylinders.[2] The first of these, with road number "1", was the *Oxford* which arrived in Prescott via Ogdensburg, on May 19, 1854. What happened to the other locomotive, shown in the record as *Kemptville,* is not known. *Oxford* was put to work the next day with the tracklaying gang under engineman John Lifkin and fireman R.C. Graves.[3] She performed this task alone, pushing the front well beyond Oxford until No.2 *St. Lawrence* and No.3 *Ottawa* arrived in July. [4] These had been ordered in June as construction numbers 526 and 525 respectively. They had 54-inch driving wheels and 14 x 22-inch cylinders,[5] and were regarded as freight locomotives. Persistent oral tradition claims that *St. Lawrence* powered the first work train into Bytown on Christmas day 1854, with Robert Graham as engineer and Mike Mahar as fireman.[6] Equally persistent tradition claims that *Ottawa* brought the first passengers in on that day. Scheduled services actually began on December 29th.[7] The two runs have no doubt become confused.

The first passenger locomotive was c/n 541, road No.4, *Bytown.* According to the constructor's record she was ordered in November; the B&P records suggest that she was in service in October.[8] With 66-inch drivers and 14 x 20-inch cylinders she should have been slightly faster than Nos. 2 & 3. She was renamed *Colonel By* in 1855, after Bytown

changed its name to Ottawa. These four locomotives powered the road alone until November 1857 when the second passenger locomotive *Prescott* was delivered. She was also built by Hinkley although her construction number has not survived, and she had the same dimensions as No.4. About a week after *Prescott* arrived her shed in Ottawa burned down and she spent much of that winter in Prescott shops being rebuilt. The bill was $1,362, almost a quarter of her price. Both she and the *By* were inside-connected; the others having outside cylinders.[9] Nos. 2 to 5 were all 4-4-0 type.

This roster of five locomotives was not really adequate to move traffic. Though the line was short, locomotive mileage was considerable. Table IV (page 000) reproduces the official returns of their duties but a condensation for 1858 and 1860 gives a comparison:[10]

Table

As they aged, breakdowns occurred more and more frequently and seriously handicapped operations. A notable example of this took place on March 5, 1862. That morning the locomotive pulling the down train from Ottawa blew a cylinder head at Gloucester. A relief was sent up from Prescott. She derailed at Kemptville and a third locomotive had to be sent north. Because of all this, customers were advised that there would be no service on the 6th. The fourth locomotive (No.1) was a switcher and could not handle road duties. And presumably the fifth engine was in the shops for a general overhaul. She may, in fact have been the *Colonel By* which was later reported as having been rebuilt that winter, two years after her previous rebuild, reflected above! In a smaller, but indicative incident in January, 1867, the northbound train's locomotive broke a connecting rod near Kemptville and was forty hours late. Twelve days later the same locomotive broke another rod and nearly ditched herself.[11] .

The Company began to buy additional motive power shortly after the 1856 reorganization. No.6 *Thomas Reynolds*, named after the Managing Director, and No. 7 *Joseph Robinson*, named after the president, were delivered from the Canadian Locomotive and Engine Company, Kingston, Ontario; the construction numbers had been 53 and 54. They were received by the O&P in September/October 1866 and some work was done on them in the shops in October and November. When they actually started service is unclear; reports that they began service on October 5 and 9, respectively, may have been a misprint for 1866.[12]

No 8, *Lady Lisgar* and No 9, *Lucy Dalton*, arrived from the Taunton

Locomotive Manufacturing Co., Taunton, Massachussets, in November 1870 and January 1873 respectively.[13] Lord Lisgar was then Governor-General; the choice of his wife's name on No.8 was a conventional compliment. Lucy Dalton was Lady Lisgar's relative and her companion. Regrettably she missed seeing her namesake; the family had returned to England before the locomotive was delivered. Both engines were welcome additions to the roster. The *Lady Lisgar* was more powerful than earlier equipment and made news on one occasion by bringing in a mixed train of three passenger cars and thirty carloads of wheat.[14] As each car held "350 bushels" or 10½ tons (9.356 metric tonnes), some measure of what was then considered a heavy train may be easily calculated.

No.10 was a second-hand Portland-built locomotive, rebuilt at Kingston. Named after Locomotive superintendent *Calvin Dame* she went into service in July 1876.[15] No. 11 was even more of a foreigner. She had been built in 1862 by Slaughter Gruning & Co. of Bristol, England (construction number 438) as No. 39 later No. 101 of the North London Railway. She was sold for scrap to the Ebbw Vale Iron Co. in 1875. This firm sold her in turn to the St. L&O in 1879, but delivery was apparently deferred until 1881. Overhauled at Prescott, she made her first run as *Chaudière* on November 19, 1881. A 45-ton 4-4-0 tank locomotive, she was heavier than all the rest and distinguished herself, and Frank Daniels, her engineman, by going through the deck of the turntable at the Chaudière engine shed which the carpenters had replaced only ten days before.[16]

There were four replacements. all of them products of the Portland Company, Portland Maine. The parade began with a new *Oxford*, shop number 327, 43-inch driving wheels, 13 x 18-inch cylinders, 0-4-0 type in service in May, 1875.[17] The others were not new. The second no.5 which arrived in July 1876, was named *Countess of Dufferin*, after the wife of the then Governor-General. The name precedes by almost a year, that given to the more famous Baldwin-built namesake now preserved in Winnipeg. She had apparently been rebuilt before coming to the St.L&O although the firm doing the job was not recorded. She was rebuilt again by the Grand Trunk in 1882, presumably on a contract basis.

No.3 *Grenville*, came into service on December 17, 1881, after being rebuilt at Kingston. One press report calls her "Turtle" which may have been the reporter misunderstanding her engineman's sour reaction to her steaming qualities.

New No.4, which came into service in 1882, appears not to have been named. There is a picture of a Portland-built locomotive bearing the name *Georgia* crossing the Rideau bridge at Ottawa about this time. They may be one and the same.[18]

All eleven members of this updated roster were taken into CPR inventory. Renumbering in the series 320 to 330 inclusive began early in June 1885. By that time conversion from wood to coal burning had begun with *Lady Lisgar*, *Countess of Dufferin* and *Chaudière* all known to have been converted before the take-over. By that time most of the locomotives had been reassigned to duties off the Prescott line. By 1885 only four remained: 323 (the unnamed 4) 324 (No.5 *Countess of Dufferin*), 325 (No.3 *Grenville*), 2nd 329 (No.&, *Joseph Robinson*). An indication of their work-load appears in Table VII (page 000)

None of the roster lasted long in CPR hands. 325, 327 (No. 2 *St Lawrence*), 330 (No.6 *Thomas Reynolds*), and 329 were out of service in December 1887 and scrapped shortly thereafter. 325's boiler was used in 1894 as part of the heating plant for the Windsor Street roundhouse in Montreal. 326 (No 10, *Calvin Dame*) was scrapped in late 1888. 321 (No.8 *Lady Lisgar*) was in service until December 1889 and was scrapped in January 1890. 322 (No.9 *Lucy Dalton*) was in service until July 1890 after which she was sold for $2,300 to the Parry Sound Colonization Railway which renumbered her "No.1". 324 *Countess of Dufferin* was sold in 1891 to the Montreal & Sorel (Great Eastern) Railway where she became No.4. 320 (No.11 *Chaudière* was scrapped in May 1892. Her boiler went to a mine in Canmore, Alberta. 323 had been taken out of service in May, 1893 and her tender sold to the Drummond County Railway: She was scrapped in May 1892. 328 (the second No.1 *Oxford*) was in service until May 1895, when she was sold to J.H. Howey of Fenlon Falls, Ontario.

The roster was a typical mix of the period: standard American 4-4-0s , adequate for light traffic, but increasingly inefficient and expensive in terms of manpower when traffic increased. Their differing manufacturers must have complicated the lives of the shop crew, but perhaps, with the preponderance of Portland-built, less so than on other roads where the variety was greater. Mementos remain, the name-plate of the *Ottawa* is in the Bytown Museum while that of the *St. Lawrence* is in Prescott.

1. Shanly, *Report*, 26 July 1851, *op. cit.*

2. *Railroad History #142*, Spring 1980. Company pp.29 ff: locomotives: p.62. Railway and Locomotive Historical Society.

3. *Brockville Reporter*, 8 June 1854, Manion Papers.

4. Keefer, Samuel, *Report to the Board of Railway Commissioners, 1859.*

5. *Railroad History*, #142, *op. cit.*

6. Ross, A.H.D. *Ottawa, Past and Present*, Musson, Toronto, pp.164-166

7. *Ottawa Citizen*, 23 August 1862: Robert Bell statement.

8. Keefer, S, *Report. Railroad History*; #142 Spring, 1980. p.63: *Ottawa Banner*; 11 August 1858.

9. Keefer, *op. cit.*

10. *Ibid*, 1959, 1960.

11. *Ottawa Citizen*, 30 January, 13 February 1867; *Ottawa Union*, 8 March 1862.

12. *Ottawa Citizen*, 27 October 1866. *Ottawa Times*, 9 October 1866.
Lavallée, O.S.A., *Canadian Pacific Steam Locomotives*, Railfare 1985 p.236. It will be noted that there are anomolies between p.236 and p.386 in this reference and between this book and this source.

13. *Ottawa Times*, 30 November, 20 December 1870, 15 January 1873.

14. *Ottawa Citizen*, 15 May 1871.

15. *Ottawa Times*, 8 July 1876.

16. Construction Number: op. cit.: *Prescott Messenger*; 21 October 8, 25 November 1881; *Ottawa Citizen*, 18 November 1881.

17. *Railroad History*; op. cit., Issue 139, Autumn 1978, p.32.

18. Lavallée, *op. cit.*: *Ottawa Times*, 13 March 1874, 19 May 1875, 8 July 1876; *Ottawa Citizen*, 7 March 1881; *Prescott Messenger*; 16 December 1881. *Ottawa Free Press*, 24 December 1881.

9

Train at Hurdman's Carleton County Atlas 1879 PAC C 106955

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Chapter 6

Rolling Stock

Though the Company's original plans called for a total of 131 cars, the first listing to have survived (December, 1857) shows ten cars in passenger service, 70 revenue freight cars, 110 gravel cars and six handcars. (see Table VII, page 00)

Passenger Equipment

The first passenger cars were brought from McLean, Brainard & Co. of Ogdensburg. They comprised two baggage, mail and express cars; one "emigrant" car (for emigrants from another country to Canada; it may have been modified to second class standards later); one second class passenger car and six first class cars. The baggage cars averaged 14,000 lbs. in weight (6,342 kg.); the passenger coaches 16,000. No details of their construction are known, "But for style, durability and beauty of finish they will compare favourably with those on any railway... "[2] Some have been described as radial roofed. They would have been; the clerestory did not come into use until the 1860s, and in that period some cars were rebuilt with that roof style. Sketches which appeared in 1867 suggesting that some had a "duck-bill" roof line with a low clerestory are probably of the later cars. They would have been open-platform, with a brake lever at each end. They may have seated 40-48 passengers on 10-12 double seats to the side. Heating would have been by small wood or perhaps coal stoves in each car.

All passenger equipment was mounted on two-axle trucks, in those days simple structures of a single pivoted centre beam, bolted to two wooden side frames. To these in turn would have been bolted two metal keystone-shaped plates in which the axles moved. Springing was apparently a combination of a single elliptical leaf spring on each side and a single coil spring for each axle. These were simple to manufacture but the combination of wood and metal, vulnerable as this was to distortion by the rough road-bed, meant that they had to be replaced frequently. It speaks well for the supervision of the operation of the rolling stock and the maintenance by the shop crews, when one finds record of only one passenger accident caused by running gear failure throughout the thirty years of the company's independent existence.

From contemporary sketches the baggage cars appear to have been of two types. One was a simple "cottage" structure with centre doors and

four windows, one on each side of each door. The other was a more elaborate postal/baggage type with each side having a small single door near the front of the car, a larger baggage door about the centre, a window on either side of the front door and two windows at the baggage end. There was probably a door at the end off the platforms on both types as well. The Prescott shops [3] built two baggage cars in 1865 (they may actually have been finished in 1866), apparently scrapped one in 1867, replaced it in 1868 and added two more in 1871. Six were on the roster until 1880, after which their numbers declined until, by 1884, there were only three. Each was numbered in sequence, 1,2, etc. These vehicles carried the mail, and probably some less-than-carload lot (lcl) freight as well as the normal baggage and express shipments of the time.

The first new passenger car to be added to the roster was a "Directors car", reported in service about February 26, 1865. The press reported it as having a "style of great luxuriance" with a "stateroom and a parlour", but neglected to say anything about its finish or to name its manufacturer. It was probably built in the Prescott shops. In June some crew backing up from Prescott Junction, derailed it and damaged a truck. That, however, was the only mischance reported to it. It carried every Governor General between 1867 and 1881, all Prime Ministers, all important visiting dignitaries, as well as senior members of the Company's management.[4] It still survives as CPR Car No. 1, extensively rebuilt, preserved at the Canadian Railway Museum at Delson/St. Constant, Quebec.

The Prescott shops built a new first and new second class passenger car (No.3) in 1866. The date of delivery of the first is not known. No. 3 was outshopped on June 23. In December, 1870, Prescott outshopped the *Ottawa*, a first class coach allegedly weighing only 12,000 lbs. (The locomotive *Lady Lisgar* pulled the car into Ottawa on its first run.) During the years, there was some turnover in second class equipment; three or four may have been built and from the official totals, two or three were presumably scrapped. In 1872 the shops built a "smoking car " which was "handsomely fitted out". The peak year was 1875 with 12 first class, six second class and six baggage cars in service.[5]

Other first class cars may have included the *St. Lawrence* and the *Pacific.* One at least also had a number, No.9, *Pembroke*, built about the end of 1871, is the only one for which a detailed description has been found. It was 48 feet six inches long, eight feet four inches high in the centre (which suggests it had a clerestory, although one source claims it had a round roof), was eight feet six inches wide, and weighed 19 tons compared with the eight tons of the first series and ten tons of the later vehicles. It had room for 52 passengers: 13 seats a side. These were touted as being "Bingham Patent" seats which had padded arm rests to protect the passengers hips and "a more comfortable slope to the back rest" than the earlier designs. The interior was finished in maple and

black walnut, varnished. The car was equipped with side ventilators built by the Cook Company of Hartford, Connecticut, which had "cylinders in the top of the car". Their purpose was unspecified and it may be that they contained Pintsch gas for the three lamps, spaced equally along the centre line of the ceiling. There were also three mirrors, one of which measured two feet six inches by three feet.[6]

All castings in the car came from the "Chantaloop Foundry" in Montreal. The trucks appeared to be the usual design, with one elliptical spring and two coil springs. The extra weight may have enabled it to ride a little better but one must wonder how sturdy the spring system was. There were no reports of failures, however. The architect was Calvin Dame, the St.L&O's mechanical superintendent, who built the car at a cost of $6,000. Its name which represents a town not on the line, may have been a publicity attempt; the Company was considering an extension to Pembroke at the time it was built.

References to sleeping cars appeared as early as August, 1864. and an engraving of a Grand Trunk Pullman sleeper appears in the *Canadian Illustrated News* for October 8, 1870. As we shall see, Pullman service from Ottawa to Montreal and Toronto followed the narrowing of the Grand Trunk to standard gauge on October 4, 1873. Until that time there was little point in the St.L&O
having a sleeper; night passengers had to change trains at Prescott Junction either late at night or early the next morning, depending upon whether they were going to Toronto or Montreal or from those parts to Ottawa. Yet the term persists. In 1871 the Parliamentary specials (Trains No. 6 and 7) offered a sleeping berth service in First Class with a 50 ¢ surcharge.[7] The car interior was not described. Given the running time it is difficult to see how the service would have been practical unless the traveller was allowed to sleep in the car at the end of the run.

The Press also frequently referred to a "sofa car", presumably a forerunner to the lounge car of today. Again nothing was said as to how the car was laid out internally, how the "sofa" was designed, or indeed if it were anything more than a fully upholstered regular seat, which it may have been.

Complicating the tally is the fact that many passenger cars were called "Pullmans" by the local press. It is unlikely that there was any direct or official link with that company. One of these cars, No 10, the *Rideau*, is also still in existence. Possibly rebuilt from an earlier vehicle, it was outshopped in January, 1875, at a cost of $5,000. It went into service in February under a man named Dan Rice who was described as a "Sleeping car conductor". In 1882 No. 10 was sold to the CPR for $2,800 (Archer Baker, CPR's Eastern Region General Superintendent, complained about the price). Sold at the same time was Sofa Car No.1, which fetched $200, presumably for its iron fittings. Both vehicles were

sent to the Crossen Car Works in Coburg, Ontario which rebuilt No. 10. The vehicle subsequently served as a business car on the Western Division of the CPR, being renumbered 77, then 15, then named *Lilooet*, renamed *Alberta*, then numbered 39, and, then to 10 again. It still survives, much altered, and is in the Fort La Reine Museum at Portage La Prairie. Manitoba[8]

Construction of three new cars (a sleeper, a coach and one other) by the Grand Trunk in 1860 (one wonders how they beat the Prescott shop price) gives the only clue as to the colours of the vehicles.[9] In addition to a short description of the interior of what seems to have been an early coach-sleeper: "richly ornamented with bird's-eye maple panelling and black walnut, with two compartments in one of which were sleeping berths with plush seats". The report stated that the body of the car was yellow, with "border in blue and black". Presumably the letterboard was blue and the platforms and underbody black.

No evidence has been found concerning the style of detail of the lettering on two cars. The common practice of the day called for the line's name to be spelt out in full on the letterboard. That same fashion would also have suggested that the name of the car be painted in an oval, surrounded by either moulding, or decorative scrollwork, in the middle of the car side. One might expect to find a St.L&O car name in gold on a background of the same blue as the letterboard. A sketch from the 1871 period shows a St. Lawrence & Ottawa car with just such an elaborate oval and scroll pattern extending along fully two-thirds of the side of the car. Numbers, which were known to have existed for the second class vehicles. Baggage cars and the first class vehicles, may have been painted in contrasting gold paint near the ends of the car side, also a common practice. Unfortunately, until evidence is found, one can only speculate.

Freight Equipment

Very little is known of the early freight vehicles, which were bought from Harlan and Hollingsworth, Wilmington, Delaware. Drawings of that company's products, slightly later than 1854, are shown in Plate 00. Initially, as there were only two classes: box and platform (flat) cars. The only data we have on the line is that the box cars were 12,000 lbs and the platforms 11,000 lbs and that both were mounted on eight wheel trucks (presumably two trucks each with four wheels). Again standard practice of the day produced box cars which were usually but not always single sheathed. Framing often comprised three vertical members and two angled braces centred on the bottom sill right above the end of the bolster at each side of the central door. Sketches from the period suggest that this framing was covered on the St.L&O. Mounted on two axle trucks, the cars were usually round-roofed, stood about 10 feet high or less from the railhead, were 20 to 25 feet long, weighed six tons and

could carry between nine and twelve tons. At each end of the earlier cars was a short platform, which gave access to a brake wheel mounted on one end of the car. The linkage to the brake levers, a mix of chain and rodding, would have been familiar to the older brakie of today. There was a roof walk, apparently mounted flush, with no provision for drainage. Access was via a couple of wood strips and two grab irons off the platform at each end. There were no side ladders, nor were there steps to the platform. Nor do there appear to have been any low-mounted grab irons to assist the brakeman in clambering on to the platform. The safety hazards will be obvious.

The platform cars, carried about the same load as a boxcar. These were simple structures. Both types had shallow partial truss rodding to strengthen the wooden floors. All were equipped with link and pin couplers, some of them had a patent attachment intended to hold the link level. These did not work well and seldom lasted long. After about 1870 cars began to be built a little longer - 18 feet more being one reported figure - and nine feet wide. It must be emphasized that these descriptions are of the general types of equipment in use, not necessarily of those actually on the line. [10]

The first special commodity car that can be definitely identified as having been built by the St.L&O appears in April, 1873.[11] The Prescott shops had built the first of two cattle cars. This was "five feet longer and two feet higher than other cars" (perhaps about 28 feet long). It weighed "21,380 lbs"., was fitted with a roof of "solid oak", and its coupler system had an " improved bunter and friction plate". The term "bunter block" does not seem to have been usual, and may have been a local reading of the more usual "buffer-block" which was a wooden block of varying dimensions attached to the end sill or platform end timber of a car. It was intended to act as a stop in case the cars did not couple and, theoretically, gave the brakeman caught between the cars on such occasions a measure of protection. Another version was the "dead-block", mounted in pairs either side of the coupling. Another name for them was "mankillers" which gives some idea of their efficiency. The "friction-plate" was a reinforcement of the coupler pocket intended to reduce wear.[12] The trucks on this car were fitted with "32 spiral springs", i.e. four to each axle end and as such, twice the standard on contemporary passenger equipment.

There were other specialized cars on the line. According to the Prescott Shops Timebook, a vinegar car was being repaired in the Prescott Shops in 1866. The listing, and the fact that it was not specifically identified as a foreign car, which was the practice in that record, might suggest that the car was part of the line's inventory. If so, there is another mystery. No pickle factories have been reported on or near the route. There was - and is - no extensive orchard area or packing plant complex along the line from which cider vinegar could have been obtained. The only

connection with any such fruit centre would have been via Ogdensburg to the United States, or, via the Grand Trunk to Niagara. It is more likely that this was a car from a U.S. road, in service to connect the apple areas of up-state New York with the eastern Ontario retailers, and mis-recorded in the work sheets. How the liquid was to be distributed to the grocer at destination is also unknown.

One interesting "foreign" car, reported in Ottawa in 1871 was a "gauge-change car" which was to take goods "to the west "(which, at that time, meant western Ontario - GTR territory) without transhipment. No details were given. Though it was not mentioned, this was probably a GTR car, one of many hundreds built by the Grand Trunk and private companies. The man who had designed, and patented the mechanism permitting a change of gauge on railway trucks was Richard Eaton, an Englishman who had worked for the Great Western Railway of Canada from 1858 to 1862 and with the Grand Trunk as Locomotive Superintendent in Montreal from 1862 to 1872. He made a number of modifications to GWR locomotives and to car equipment. He was granted a patent for, amongst other devices, "an adjustable gauge car" on June 30, 1869. The design incorporated a long sleeve with the wheel, into which the axle fitted. That axle was grooved and wedges, which could be released and locked, using an ordinary wrench, were fitted. Released, the wheel could be moved to the new gauge, the wedges then engaged and locked. Cars fitted with this device were in fairly general use between Sarnia and Montreal. However, metallurgy was inadequate to stand the strain of service and accidents were common.[13]

In October 1880, mention was made of an oil tank car.[14] This was a 3,500-gallon tank mounted on a flat car and was to carry petroleum (i.e. kerosene) from Petrolia near Sarnia in southwestern Ontario, to a storage facility near the Chaudière Yard in Ottawa. Ten of these cars were reported to have been bought from the Great Western Railway (which at that time was beginning seriously to consider amalgamation with the GTR). They were probably in service before the St.L&O was absorbed by the CPR but no mention of them has been found since that initial report.

Only one reference has been seen regarding the colour of the line's freight equipment. [15] In 1881 an order was placed with a manufacturer either in London or Cobourg for twenty cars. They were to be painted blue, presumably with white lettering. Again, there is no record of their arrival and at that late date, it is unlikely that they came into service except under CPR auspices.

Numbering seems also to have followed a standard sequence. reference was made in 1866 to "box number 5" then in the shops. There were six platform cars under construction in mid-1867, numbered 101 to 111 (odd numbers only) and it is not entirely clear whether these were

replacements or a new series. The common system of using even numbers for one class or type and odd for the other seems not to have been followed, but the sample is too small to be sure. [1]

Non-revenue cars included the gravel cars mentioned earlier. These were four-wheeled vehicles, with a weight of 4,000 pounds.[16] Presumably their capacity was, at most, about twice that. They tipped to the side - a design which has lasted, with improvements, to this day. The line had a "wing car", perhaps a form of spreader, as early as 1866. It subsequently built two snowplows, one in December 1869, the other in 1872 or early 1873. For traffic at the Prescott ferry wharf, there were "slip cars" - flat cars which would be used as idlers when loading or unloading the ferry.[17] Finally there were vans. The first of these was reported in 1875 as having been involved in a derailment.[18] Again no details were given. The railway was becoming too much a part of the local scene for any particular attention to be paid to it.

[1] The CPR lettered its box cars in even numbers; its flatcars in odd numbers.

1. Keefer, Samuel, *Report, op.cit. 28 February 1859*

   review manuscript for correct position of this endnote!

2. *Bytown Citizen*, 16 May 1856: cites *Ogdensburgh Republican*, 2 May 1854.

3. Timebook, Prescott Shops, Manion Collection, Supra.

4. *Ottawa Times*, 26 February 1866, 24 February 1870, (Prince Arthur); 27 November 1868 (Sir John Arthur). *Ottawa Citizen*

5. *Ottawa Times*, 15 October, 30 November 1870, *Ottawa Citizen*, 2 January 1871, 26 September 1872.

6. *Ottawa Citizen*, 16 October 1871, 10 June 1872.

7. *Brockville Recorder*, 11 August 1864, *Ottawa Times*, 15 October 1873, 23 September 1874; *Ottawa Citizen*, 21 March 1871.

8. *Ottawa Times*, 15 October 1870, 18 January, 2 February 1875. CPR Archives.

9. *Ottawa Citizen*, 20 November 1880.

10. Lucas, W.A. *100 Years of Railroad Cars*, Simmons Boardman 1958.

11. *Ottawa Times*, 28 April 1873.

12. Forney, M.N. *Car Builders Pictorial Dictionary, 1879*, Dover, 1974.

13. Lehmann Fitz, Richard Eaton, *Railroad History* #165 Autumn 1991, p.68 ff. Currie, A.W. *The Grand Trunk Railway of Canada,* University of Toronto Press, 1957, p. 118. *Ottawa Citizen*, 29 September 1871.

14. *Ottawa Citizen*, 13 October 1980.

15. *Ibid.*, 19 January 1861.

16. Keefer, S. *Report, op. cit.*,

17. Timebook, Prescott Shop. Railway Committee, Privy Council, *Records*, 1867. Poors, *op. cit.*, 1874.

18. *Ottawa Times*, 2 April 1875.

Chapter 7

Moving Traffic

Management

The senior management of the Bytown and Prescott was made up of a Board of Directors elected annually by the shareholders, meeting, as required, two or three times a year often at different locations along the line. Initially the offices were located in Bytown, but after the line became the St. Lawrence and Ottawa its offices were located at 3 Moorgate Street London, England. The Board elected an executive: President, Vice-President and Secretary who often, but not always, acted as Treasurer. The board decided financial policy but had little if anything to do with the actual operation of the road.

The day-to-day operations were the responsibility of an individual called variously Superintendent, General Manager, or Managing Director. The first President was John McKinnon, generally regarded as a "front man" for Thomas McKay, the Ottawa industrialist. There is a suggestion that he inclined toward the prospect of a Grand Trunk take-over in 1855, but his term was otherwise politically remarkable whatever one might think of his financial activities. He was replaced in 1856 by Robert Bell, the Company's first secretary.[1]

Bell was also publisher of the Bytown *Packet*, later the Ottawa *Citizen*, and a Government Land Agent. He participated in numerous commercial enterprises and later, was elected a Member of Parliament. Identifying himself closely with the community and with the line, he gave unsparingly of his time and modest personal fortune in supporting it, in trying to secure traffic and in lobbying its case before Parliament. He was a figure of some controversy, a not unusual situation in an age when public opinion was less restrained than it is today. Yet the very characteristics of initiative, drive, and ability that made Bell invaluable to the creation of the line, make one wonder if he had the time and the interest needed to ensure its financial base, to sell its services, and to build an efficient railroad operation.

His replacement, Thomas Reynolds, was born in Glasgow in 1811. He worked for the Great Northern Railway in England until 1857 when he came to the Great Western Railway in Canada West. There he became a protege of C.J. Brydges, Managing Director of the GWR. When Brydges moved to the Grand Trunk, Reynolds accepted the job of Receiver with the Ottawa and Prescott and became Vice-President in 1863,[2] later buying into the firm with the purchase of £50,000 worth of stock. Under his guidance the line was repaired, equipment renewed or replaced and its only expansion initiated.

Reynolds moved in the upper levels of Ottawa society and was very active in community affairs. He was a personal friend of Prime Minister Sir John A. MacDonald, and of at least two Governors-General, Lord Lisgar (1868-72), and Lord Dufferin (1872-78) with whom he used to go salmon-fishing in the Gaspé. A wealthy man in 1868 he bought the mansion now known as "Earnscliffe" for his family of four sons and five daughters. [a] Very aware of the importance of passenger revenues, and the need for parliamentry support, he made sure that extra trains were available at Ottawa during the sessions on a flexible schedule to enable Members to make connection with the Grand Trunk at Prescott. He also actively sought the increasing excursion traffic. He died in Paris on June 28, 1880, after a lengthy illness. His family did not return to Canada, but auctioned the contents of "Earnscliffe" in a sale that took four days to conclude. The house was rented to Captain Holbech,[3] Aide-de-Camp to Major-General Luard the British officer then General-Officer-Commanding Canadian Militia. Three years later Sir John A. MacDonald bought it; in 1928 it became the property of the British High Commissioners to Canada.

Officially, Reynolds was first a Director, and later Vice-President. His share holdings gave him a say in policy, and his position effectively gave him control of the line, despite the fact that he apparently never attended the Board meetings in London. Though convenient, this arrangement was dangerous. The Board had obviously been content to leave management problems to him, perhaps not even questioning his administration too closely so long as they received occasional payment against their investment. When he died, however, the Executive had no one to turn to for advice on Canadian political and financial developments. His replacement, Walter Shanly, who took over on July 21, 1880 did not have the same skills.[4]

The timing of this change was unfortunate. The CPR syndicate had begun assembling its eastern network, in which the St.L&O had a potential role. But it had little with which to bargain. The CPR would shortly (June 1881) buy the Canada Central with its links to the U.S. through Brockville. Prescott was not essential to CP traffic. The St.L&O's biggest asset was its potential for giving the Grand Trunk a route into Ottawa. To frustrate this, the line either had to be bought or "neutralized" by the CPR. Exploitation of this conflict was the best sort of benefit to the St.L&O. As a temporary incumbent, Shanly had no really close commitment to the company. Because his superiors were in England a speedy exchange of views was difficult. Also Shanly was not a particulary strong negotiator perhaps at least partly because he was not then in good health. All in all, the odds were against a successful

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a The house had been built for John McKinnon, first president of the B&P about 1857. Its name is alleged to have been the choice of Sir John A. MacDonald.

promotion of a profitable deal for the road.

An important post at the middle management level was that of the Secretary-Treasurer, filled successively by John R. White, Joseph Mooney, Bradish Billings (who had been Assistant Superintendent at Prescott until moved to Ottawa in December 1861), and finally A.G. Peden who replaced Billings on September 19, 1870.[5] The title may be a little misleading. Within the O&P organization, the duties seem to have embraced the usual range of duties of the corporate secretary. However, when the St.L&O was formed, the duties seemed to have changed to those of a general manager. Peden enlarged these. He became head of the Passenger Department on February 17, 1863,[6] and appears to have been Reynold's deputy in matters of general administration. In fact he was widely touted as Reynold's replacement. He resigned on June 3, 1884, moving to the Canada Atlantic as General Freight and Passenger Agent, later Auditor and retired in 1898. His change of employment, coming as it did during a period when the CPR was expanding, may perhaps indicate his reaction to the way the take-over of the St. Lawrence & Ottawa had been handled.

The man who controlled train movements was titled "Superintendent". The first incumbent of this post was R. Hough, replaced in 1856 by Benjamin French. French was followed in turn by W. C. Spicer, but the date is obscure. Spicer was joined by T.S. Deltor in 1865; Deltor replaced him in 1866. When Deltor moved on, in his turn, in 1868, the employees presented him with a gold watch, suitably engraved, and a chain which cost them $200. The last incumbent was T. Luttrell, who took over on December 17, 1870 and remained until the CPR era. The first CPR man was E.A. Woodcock from Chalk River.[7]

The first known resident engineer after the line's completion was Frederick A. Wise, who was appointed in 1868 and replaced in 1873 by J.G. Macklin. The Roadmaster probably reported to him. The earliest known name in the Roadmaster's position was William Rolandson, who was followed in 1873 by William Wallace.

The line's first known General Freight Agent was James Taylor, appointed February 7, 1873. He was replaced by R.K. Claire, who also went to the Canada Atlantic after the CP take-over.

Passenger Services:

The Bytown and Prescott lost no time selling its services to the settlements along its right-of-way. The company's first revenues came from passengers; $85.10 worth of tickets in July 1854. The line reached Kemptville early in August and a simple schedule was established. Trains left Prescott at 9:30 am arriving in Kemptville at 10.45. The return trip left Kemptville at 3:00 pm arriving at 4.15, an average speed

of over the 22.5 miles of 18 mph.[8] An indication of the revenues in 1854 and 1855 appears in Table IX page 77

Travellers from Ottawa were invited to go up the Rideau Canal via Rideau Steamships on Tuesdays, Wednesdays, Fridays and Saturdays to Beckett's Landing. There they would be met by a stage coach which got them to Kemptville Station in time to catch the 3:00 pm southbound. The schedule was altered slightly after September 4th. Northbound (up) trains left Prescott at 10:30, arriving in Kemptville at 11:45: the southbound train left as before until October 10, when it ran a half hour later.[9]

The service followed construction northward. By November 3, 1854, the down train left Gloucester station at 7:00 am and was in Prescott by 9:30, calling at all points en route. The up train left at 2:00 pm, and was in Gloucester at 4:30. Stages ran between Bytown and Gloucester, and the Prescott arrival connected with the steamer that would get the weary traveller into Montreal that evening.[10]

By December 14, service was provided from the Montreal Road "near the Rideau Bridge at the east end of Bytown". Trains left at 9:00 am "railroad time" which was considerably more convenient than the stage service linking Bytown to a 7:00 am departure from Gloucester. The Company thereupon severed any connection with stages or other passenger carriers. Travellers walked to the cars or took a horse cab. A week later the Company advertised service from Bytown "on or after Monday, the 25th instant" departing at 6:00 am, calling at all points and arriving at Prescott in time for the east bound trains from Ogdensburg. The St. Lawrence had frozen and the steamer services had stopped. The return trip left Prescott at 3:30, or on the arrival of the Ogdensburg train and was in Bytown at about 8:30 pm.

The schedule illustrates a situation that was to dominate the St.L&O's operations throughout its independent life. It always had to juggle its timetables and service to fit the changes in scheduling of its connecting lines.[11] The fare was $2 return, but the return portion was only good for that calander week. The timings compare favourably with the national average. In 1858 the speeds over the line were 22 miles per hour including stops; 27 mph between stations. Freight was 14½ mph including stops; 20 mph between stations. The national average was 13 and 16 respectively.[12]

The timetables referred to "railroad time". Before the introduction of "Standard Time" on November 4, 1883, each town had its own. In the case of the O&P, "railroad time" was a half hour ahead of "Ottawa Time", which meant that the passenger intending to leave on the 6:00 am train had to be at the depot before 5:30 local time. After the Grand Trunk completed its line past Prescott, thereby giving the traveller an all-

Canadian rail route to Montreal, some link to the time in Montreal was needed. "Montreal Time" was nine minutes ahead of Ottawa and so, to ease connections, was adopted by the O&P as its "railroad time". "Montreal Time" was two Minutes ahead of New York and Ottawa was 14 minutes ahead of Toronto. For example when it was 12:14 pm in Montreal it was 12:12 in New York, 12:03 in Ottawa, and 11.50 in Toronto.[13]

The first recorded fares between Ottawa and Montreal (1860) were $4 first class, $2 second class. Competition during the summer came from the Ottawa River steamers which provided roughly equivalent service, leaving at 6:30 am, but for 50¢ less. By 1861 the fare to Quebec city was $7 and $4 respectively[14] - a considerable sum when a skilled artisan received only about 15¢ an hour. Connections gave the traveller reasonable assurance that he could be in Montreal by 7:00 pm by train; the boats took a little longer. The company made a short-lived and unsuccessful attempt to link the timings of its service with those of the Ottawa River boats.[15] The traveller to Toronto would not arrive there until 10:00 pm: the fares were not given but presumably they would roughly equate to the fare to Quebec. By 1862 the service had been cut to ten hours to Montreal, twelve to Toronto, largely because of better scheduling by the Grand Trunk. The first class fare to Montreal was reduced to $3.50. This rate remained in force until February 11, 1873 at which date the first class single to Prescott became $2.20, second class $1.60 Fares in 1881 were considerably less (Table VIII page ?? lists them).

By early 1859 the trains were listed as "mail" or "accommodation", but there was little difference in ~~there~~ running times.[16] The Mail made the trip in 3 hours and 20 minutes from Ottawa to Prescott Junction: the Accommodation took 20 minutes longer. Even the "express" trains of November 1866 and after ran to a comparable schedule. The name may have been intended as much to meet publicity needs as to denote a different or superior service. The advertisements for changes of scheduling and fares, headlined "New Schedule" or "Fare Change" were first introduced and remained as such throughout the period until a new ad was run. Often there was, in fact, no change at all. Real changes received comment in other columns of the paper.

Special service and special cars to provide it, were typical of the Reynolds period. The press began to talk of the new first class cars as being "like Pullmans" and then as "Pullman Palace Cars". The vehicles were designed to impress. They were used by the more wealthy and reflected the higher standard of accommodation that money could command. The premium charged was usually 50¢ over the normal first class fare for such comforts as the sofa class cars offered.

The most regular special service was the "Parliamentry Train" which

was first introduced in March 1867. It ran each evening during the Session, advertised as leaving Ottawa at 6:30 pm, and arriving at Prescott at 10:30 to make connections with the Grand Trunk. Its departure was often delayed by a late sitting, particularly at the end of the Session and the somewhat excessive time allowed for the run was probably intended to take care of such delays. It was taken off the day after the end of each Session.[17]

Some MPs managed to return to their constituencies over the week-ends. They would return to Prescott at 1:50 am, in time to catch No.7, the morning and Accommodation train which would drop them in Ottawa at 6:30. This was a useful connection; no trains ran on the St.L&O on Sundays. Parliamentry service was dropped after 1871 when changes in the GTR schedules made it more convenient to run a regular train departing at 10:30 pm and arriving at Prescott at 1.50 am. There was no diner, but the traveller could get a meal of sorts at the station at Prescott Junction.

The murder of Thomas D'Arcy McGee by Patrick James Whelan, on April 7, 1868, resulted in what might be described as a "Security Special". The murder had its roots in Irish Fenian politics. McGee was a popular statesman and his assassin ran a serious risk of being lynched. Feelings were sufficiently high that arrangements had to be made to conduct his trial in Toronto. A special train of a locomotive and a single car was ordered. The *Colonel By*, under engineman Michael Manion, quietly backed its train into Sussex Street Station, a closed carriage drove up and two detectives rushed Whalen into the train which left immediately they were aboard. It stopped once below Kemptville, presumably to wood up, and again a half mile before Prescott Junction. One of the detectives went forward to make sure the Junction Station was clear and the train was called forward to meet the Grand Trunk for Toronto.[18]

The Grand Trunk changed its gauge from five feet six inches to the standard gauge (four feet eight and a half inches) over the weekend of October 4th, 1873.[19] Notices warned that regular services would be cancelled. The St.L&O advised it would run a train to Prescott wharf departing 7:15 am on Sunday and returning to Ottawa about 1:10 pm "on the arrival of the steamer from the west". This was a bold departure and one which doubtless led to criticism from many of the clergy who previously had successfully opposed such Sabbath service. By October 6, regular schedules had been resumed and while the timetables showed minor changes, and the western express was 1½ hours later (which brought No. 5 into Ottawa at 9:00 pm) things settled down quite quickly.[20]e The change was reflected in the winter timetable which came into effect on October 6th under the slogan, "The Old Reliable, Fastest and Short Route", stating that it now had a gauge uniform with the GTR. This was important; the rival Canada Central would retain its

five foot, six inch broad gauge until the Spring of 1880.

This gauge change opened the door to through passenger service to Toronto and Montreal, eliminating the inconvenience of a change of trains at Prescott Junction. Discussions took place over the winter and on May 31, 1874, a trial service to both cities was introduced. Service to Toronto was obviously not a success; it was closed after a week. "Pullman" service to Montreal continued on a tri-weekly basis.

After the Parliamentary Session began in January 1876, service to Montreal was increased to a daily facility, reflecting the greater volume of traffic generated by parliamentary business. When the Session ended on February 7, service to Montreal was cut back, running on Tuesday, Thursday, and Saturday; and to Toronto on Monday, Wednesday, and Friday. Northbound passenger coaches were picked up at Prescott by No.3 which departed at 5:00 am. Southbound coaches left Ottawa on No.6 at 10:00 pm. Actually business was found to be sufficiently brisk that the daily service to Montreal was reintroduced on February 9th. But the Toronto traffic was still too light, and was dropped again from the schedule on April 17. Trains still did not run on Sundays. It took until 1880 before the Toronto business warranted a daily service. What was not reported is the volume of traffic which was bound for Toronto.

Service for one class of passenger traffic required the construction of special facilities. Though no statistics have been found to tell of its magnitude, the authorities of the day considered that the number of immigrants into the Ottawa area was sufficiently large to warrant building a special shed to accommodate them. On May 31, 1869, the *Ottawa Citizen* carried a plan or proposal to construct a one-and-a-half story building 104 feet long with a cookhouse and separate accommodation for men and women. It was to be paid for by the Government and built between Cathcart Street and the station. It was to be fenced. Administration was the responsibility of the Board of Works and a full time administrator seems to have been appointed. There were occasional references to it in the late 1870s.[21]

When passenger service was first introduced, travellers who had been used to the stage coaches and other horse-drawn vehicles the new facility as so much of an improvement that they were not unduly critical of its shortcomings. But, by the mid-1870s the novelty had worn off. On December 3, 1875 the Editor of the *Ottawa Times* strongly criticised a schedule which took a train four hours to travel 54 miles, at an average speed of 13 mph. There were two such: No.3 from Prescott at 5:00 am, arriving in Ottawa at 9:10, and No. 4 which left Ottawa at 12:20 arriving in Prescott at 4:45 pm. The Editor thought that the Company might run a light train of two or three cars which could make the journey in less than three, and preferably closer to two hours.[22] Actually the least convenient was No.6 which left Ottawa at 10:45 pm and scheduled into

Prescott at 1.50 am, this was often late and was a "clean-up" train or way freight. It was intended to pick up cars down the line, and had been left a comfortable cushion to enable it to connect with the early GTR services. Passengers arriving at Prescott Junction had some time to wait.

After pointing out, firstly that the St.L&O's schedule was tied to the GTR services, and secondly, that a mixed train could not maintain passenger speeds because of safety reasons, Reynolds observed that most of his services did in fact meet the Editor's demands. He offered to change the noon train to an express, leaving Ottawa at 2:00 pm, and to change the night express to a mixed.[23] The December 10 timetable reflected these changes; No.4 arrived in Prescott at 4:20; No.6 at 2.15 am.

There were also attempts to link the schedules to those of the lake boats. In April 1870, for example the morning train, leaving Ottawa at 7:00 am, was advertised as connecting with the *Spartan* which ran to Toronto and Hamilton, and the *Corinthian* and *Magnet* which went up-river to Kingston and down-river to Montreal.

Special runs for dignitaries such as the Governor General used the private car in a special train preceded by a pilot locomotive. The service cost $372 in 1869. The full civic reception which would meet his arrival was quite an occasion. In addition to the special train service, the St.L&O was expected to decorate the Ottawa station. This may have been paid for by the City, but it did take men's time. A description of the job done by the Chief Engineer F.A. Wise for the Duke of Connaught in October, 1869 shows the extent of effort that was made.[24]

Wise first connected the station with the freight shed by building a platform across the western - Sussex Street - end of the stub terminal. He enclosed this with a railing covered with evergreens and bunting. He built a dias at the west end of the ticket office and hung it with scarlet cloth, with which he also covered the platform itself. At the west end of the platform was a stand for 600 spectators, with a separate enclosure for the ladies. Access to the platform was through a large arch of evergreens, surmounted by a crown and three flags, the St. Andrew's Cross flanked by the national flag and pennons, and carrying the message "WELCOME TO OTTAWA" in blue letters on scarlet. Behind the ladies was a full length portrait of Queen Victoria and "WELCOME" in blue and white. The south face of platform, presumably the wall of the freight shed, was a wall of evergreen with window openings bearing a sign "GOD SAVE THE PRINCE ARTHUR" in scarlet. Finally there was a pole bearing a large union flag at each end of the platform. The parallel siding was filled with flat cars. When the prince alighted from his special, the locomotive backed the train up and gave the people who crowded those flats a view of the whole proceedings. Admittance to the enclosure itself was by ticket only.

Going down to the station to see who might be on the train was a favourite pastime. A crowd arrived on October 21, 1873 in the hope of seeing Louis Riel who was rumoured to be coming to Ottawa to take his seat in parliament, but did not arrive.[25] Some of the younger men would comment on the ladies passing by. One remark has come down to us: when lady passengers were not experienced travellers "it was as good as a play" to see them boarding. There were periodic requests to have the company's constable, Neil Morrison move these loungers off station property.[26]

A significant addition to passenger revenues came from excursion traffic. The first recorded trip was on August 16, 1854, to celebrate the arrival of the first train at Kemptville.[27] Allegedly a Temperance affair, the local water had been, it is said "liberally diluted with whisky." A more formal affair of the Sons of Temperance in October 1854 saw trains to Gloucester and canal shipping take the delegates to Bytown. The biggest annual outing was on July 1 to Prescott, followed by a second almost as big to Ogdensburg for July the fourth. That outing cost the individual $1.75 return in 1862, a considerable amount of money for a large family. In 1869 tickets were a dollar. Many church groups and fraternal orders organized an excursion for their annual outings. Reynolds always provided a free excursion for the annual St. Patrick's Orphanage "pic-nic". Some were for off-line events, such as the Provincial Exhibition which was held each summer at a different large centre; Kingston in 1856 and 1857, Hamilton in 1868.[28] Ottawa was host in 1875.

That year the company ran six trains per day to a loading ramp at Billings, "a mere 3/4 of a mile from the grounds". All seventeen pieces of passenger equipment were in use.[29] It is possible that the usual flat cars equipped with temporary plank seats and safety railings were also in service. Trains left Prescott at 2:00, 4:40, 7:45 and 11:00 am, 1:20, and 4:25 pm arriving in Ottawa at 6:30, 7:25, 10:25 am, and 1:45, 4:00, and 7:10 pm respectively. Return trips left Ottawa at 7:30, 11:00 am, 2:00, 5:15, 7:10 and 9:30 pm between 19 and 27 September.

Half fare transportation was provided for such special events as the annual Dominion of Canada Rifle Association meets at the Rifle Ranges at Strathcona Park by the Rideau. Militia volunteers rode half fare during the Fenian Raid crises. Ottawans wishing to go to the funeral of Sir George Etienne Cartier in June 1873 benefitted similarly. Sometimes it was less than half fare. In April, 1869, when a delegation from the Ottawa City Council wished to visit Montreal to examine that city's waterworks before building one in the Capital, Reynolds issued free passes to them. Traffic was not all one way. In September, 1864, crowds came up to Ottawa to see the tight-rope artist, Signor Farini, cross the Chaudière Falls. Trains left Prescott at 8:00 am and Ottawa at 9:30 in time to meet the Ogdensburg ferry.[30]

The company ran its own staff picnic excursions, splitting the work force in half and running the outing on two separate days. In 1866, 200 went down from Ottawa to Prescott where they boarded a boat for a Thousand Islands cruise, complete with Gowan's string band and the Prescott Brass Band. In 1868 a similar outing used the GTR ferry *St. Lawrence* for its outing. Unfortunately the vessel ran onto a reef off Edwardsburg and the party was stranded until 2:00 pm the following day, causing postponement of the second outing.[31]

One mode of travel captured the imagination of publicists. This was the "cowcatcher ride", often referred to visiting dignitaries in order that they might get a full view of the country along the line, theoretically without the cinders and smoke to be found in the carriages. An Ottawa physician, whose name unfortunately has not come down to us, managed to convince the management to let him try it. He boarded the locomotive *St. Lawrence* at Ottawa on August 9, 1874, and was supposed to get off at the Billings flag stop. But the engineman forgot to stop (or perchance decided to give his passenger enough to cure him) and took him on to Gloucester. The worthy doctor found the "excitement and discomfort attendant upon the ride forbade anything being done save clinging on with the firm despair of death".[32] He was unlikely to have received much sympathy from the train crew who swarmed on and over moving trains in all weathers. Nor did he mention the bug life which, in mid-August, would certainly have added extra body to the air blowing in his face.

Freight Services:

The carriage of merchandise was the primary reason for building the line. Although the first recorded freight revenue was earned in August, 1854, no record has survived of those earliest consignments. The first shipment on record was on November 10, 1854.[33] A Bytown merchant, E. McGillivray, brought to Gloucester 184 boxes of Twankey and Young's Hyson tea, 10 casks of Sugarhouse syrup, 12 cases of Portland molasses, and 12 assorted bales of merchandise. As McGillivray was one of the Directors, the shipment was probably a publicity "pump-primer", rather than a serious shipment.

The first freight rates appeared in an advertisement dated February 2, 1855.[34] Ashes, anchors, salt beef and pork in barrels, cordage in coils, nails, salt in kegs or barrels, sugar, molasses, tobacco, iron chain, cables, flour and grain in bags or barrels, all moved at $9.50 per 2,000 lbs; all other items cost $11.50. For shipments of less than one ton, local rail rates charged by the Champlain and St. Lawrence and the Northern Railroad of New York would apply. Customs house charges were extra. (GTR rates were one shilling and sixpence (36¢) for first class, one shilling and threepence (32¢) for second, one shilling (24¢) for third per 100 lbs.) Revenues derived from this traffic, passengers and the mail

contract appear in Table IX page ??.

Four classes of rates began to appear in 1857. These were not described, either they were so common as to be known without advertisement or the shipper had to make his own deal with the Freight Agent. First class rates were 70¢ per hundred pounds. This presumably encompassed manufactured goods. Second class items, perhaps potatoes, hides and wool cost 45¢. Third class, presumably lumber, 35¢ and fourth class, perhaps hay, 24¢. Flour had a special rate, 60¢ and ashes were $1.50 a barrel. By 1859 that flour rate had dropped to 50¢ and salt was included at 40¢ or sack.[35]

These rates dropped in 1860 to 40¢, 22½¢, 20¢ and 17¢ for the four classes respectively. Ash rates dropped to 80¢ per barrel, and salt to 25¢. A new commodity, coal, was listed at $3 per ton in carload lots. In 1861[36] the rates dropped again, to 25¢ for first class, 22½¢ for second, and 17½¢ for third, while fourth was discontinued. Special rates for individual commodities may have dropped as well. These rates would appear to have been too low to have been profitable, even at the low going prices of the day.

The fourth class seems to have been reintroduced during the following decade. The table reproduced as Table X [37] which is a comparative statement of freight tariffs dated August, 1874, for rates in cents per 100 lbs, covering some 12 lines, shows the figures for the line in comparison with those for the GTR. Of interest is the fact that the loadings of softwood permitted on the GTR are significantly greater than the equivalent load limits on the St.L&O, probably a clearer indication of the relative conditions of the track than any formal statement of management.

Table X

The line's chief competition for freight volume into Ottawa in the 1860s was M.K. Dickinson, whose Rideau and Ottawa River steamer services offered roughly the same rates during the summer months.[38] If time was unimportant, most merchants, including E. McGillivray, who had been a Director preferred to use his barges. According to detailed, though unofficial reports, Dickinson's boat service consistently carried more traffic in every class of merchandise, including coal and grain than did the railroad. Seemingly the only areas where the railroad was competitive were textiles, personal effects, and high value merchandise.

It is possible that the Company had to contend with the inertia of established patterns. Bytown merchants had bought their winter supplies and shipped them in by boat before freeze-up. They continued to do so. There was thus little left for the road to haul, even in the period during which it had a monopoly.[39] Traffic consisted of small shipments less-than-carload- lots (lcl), perhaps a few items that had been late shipped by the suppliers, and such items that normally would travel by baggage car.

Outbound traffic was even less lucrative. All logs for the local saw mills were still delivered by water, coming-down river with the spring and summer drives, stored in the log ponds until required and used, if planning had been good, by freeze-up. The mills would then close, not to reopen until Spring. Most of the deals they had cut would then be barged down river, at competitive prices. Not until November 19, 1861, was there any export traffic by rail.[40] On that date three carloads, one of them from the mills at the Chaudière, went south. Squared timber still went by raft taking just over two weeks to make the trip to Quebec, if the crews were lucky.[41] The railroad would have been hard put to beat that time given the time consumed in loading, transhipping and travel. Certainly it could not have beaten the price.

Thanks to E.B. Eddy, however, the line received a fair amount of traffic in minor manufactured articles such as buckets, boxes, tubs and later matches.[42] Destinations were not recorded, but it is probable that many of these shipments were short-haul to on-line customers. Nevertheless it was all revenue.

An indication not only of the type and volume of traffic but also of a forerunner of the line's future main business appears in the press in 1861. On November 12, five cars of coal (less than sixty tons total) arrived. Eight more cars were brought to Consumers' Gas on the 23rd. That train also included a carload of whiskey, items of lcl and, presumably three passenger cars. During the following four days only 27 items, perhaps two carloads arrived and one item was sent south. In December there was no freight either way. two boxes (cartoons) of matches from E.B. Eddy and ? kegs of butter broke the famine on January 3, 1862. In April 1862, "four cars of brick" were imported for Jones Haycock & Co., while J.S. Gilmour brought in "1 Omnibus".[43]

The floods that spring damaged not only the railway bridge but also some locks on the Rideau Canal. Dickinson was forced to build a temporary freight shed below the locks at the Ottawa end to handle the diverted traffic.[44] The railway enjoyed a brief monopoly of the lcl traffic, but by the end of May, Dickinson had recaptured the trade. His fleets that year comprised two passenger/freight steamers, three freight steamers, four tugs and 45 barges. It is no surprise to find that he was carrying two to three times the volume of case merchandise alone over that carried by the railroad.

He also carried the sawn lumber traffic. Four mills: Harris; Bronson & Co.; Booth & Co.; and Gilmour and Currier, shipped 865,000 fbm of lumber and 275,000 fbm of shingles in May 1862, apparently their first cut of the year. All of it went out by barge.[45] At the end of July, J.M. Currier sent 3,250 fbm via the O&P (a small carload). It was to be the only such shipment reported until May, 1863.

A move which did promise additional trade, at least at the Prescott end of the line, was the decision, made by the GTR in November 1862, to finance a third rail between Prescott Junction and the Prescott wharf area, and to assist the O&P to build a large freight shed on it.[46] This construction took place over the winter and the facilities were in use by the summer of 1863. Prescott was enthusiastic over this and anticipated the future construction of a floating grain elevator. This was put in 1870 and played a major part in the traffic movements on the line.

All traffic stopped for a week during the struggle for control in May and June of 1863. Rumours of more closures probably induced prospective shippers to look elsewhere. After the disturbance was over, the lack of clear reports of major shipments suggests that the former lcl pattern remained, possibly augmented by a few coal shipments.

The introduction of more efficient ferry service between Ogdensburg and Prescott, of which more will be said later, meant that the GTR transhipped its loads in Prescott, a further boon to the line and the town. But the American Civil War depressed trade and so at least partly nullified that advantage. The line closed for three weeks in 1864, but at least the shops and GTR service continued as did some shipments of Ohio stone for the new Parliament Buildings in Ottawa.

The change in ownership and more aggressive management was followed by an increase in freight traffic. Reports, such as the one in April 1866,[47] which cited "12 cars of freight on Saturday; 15 cars in today", suggest that some measure of prosperity had arrived. It was not a growth but, as the figures listed in Table 00 show, freight tonnage revenues averaged around $61,300 per year, giving an average return per ton of $1.57 until 1881. Thereafter five disastrous years where earnings per ton dropped below a $1 took the average down to $1.35. Regrettably, details of the items which made up the trade are incomplete, but Table XII shows the relative importance of some of the commodities hauled for most of the period 1874-1885.

Grain movements were a source of continuing interest to a still mainly agricultural community and were given publicity. A grain elevator was built at Prescott in 1870 "at the instigation of Mr Luttrell (superintendent) of the St. Lawrence and Ottawa".[48] On May 19, 1871 the *Ottawa Times* reported that the schooner *Montpelier* had brought some 16,000 bushels of grain into Prescott "on Friday" and that the train

had delivered it to the consignee, H. McCormick at Ottawa on Saturday". That was about 480 tons or about 40 carloads so the Company lost no time. The locomotive may have been the *Lady Lisgar* which had established a reputation for being the most powerful locomotive on the line. The vessel *Jessie Drummond* brought in 20,000 bushels but as she arrived on a Saturday, the shipment did not get to Bronson & Co. in Ottawa until Monday. These shipments apparently continued throughout the summer. In July there was a report of nineteen cars moving 7,493 bushels, plus passengers and general freight. Even the damage caused to the floating grain elevator by a badly-handled steamer did not seem to cause a major delay. It must be appreciated that the trans-shipment required gangs of men with shovels. Despite this, by the end of 1871 there was so much business that the line barely had the cars to handle it.[49]

Less-than-carload-lot shipments improved so much that in August 1871, the line opened its own express agency, under Arthur J. Taylor. His office was on Elgin Street, opposite the Russell Hotel, an indication that the business community had moved into Upper Town. His wagons came from William Stockdale and his team were said to be " a fine pair of matched bays", a delight to the local horse fanciers. The Agency hauled not only to the Sussex Street station but also to the new Canada Central depot which had opened in the Chaudière area in September, 1870.[50]

The construction of that company's line effectively cut the St.L&O off from the Chaudière mills. Belatedly, Reynolds built an extension to what later became Ottawa West, running his branch parallel to the Canada Central behind Rochester's Brewery. This enabled it to tap the potential lumber traffic and its 4 foot 8½ inch gauge did give it an advantage over the CCR as far as shipments to the United States were concerned as evidenced by an advertisement on November 6, 1871[51] which offered direct service to Chicago via National Car Co. The presence of the two lines did much to divert the sawn lumber trade away from the barges.

The immediate effect of the Grand Trunk's gauge change in October, 1873, was the arrival of six cars at the St.L&O's Chaudière freight shed to load lumber for Chicago.[52] They may indeed have been the same six cars which earlier had brought in loads of black walnut consigned to the Department of Public Works for new offices in Ottawa.

The company built industrial sidings for its Ottawa customers. In 1870 a coal oil depot was put in at the corner of Dalhousie and McTaggert Streets. In June 1873, sidings were put in to Clarke's brickyard and McLaren's mills near the Sussex Street yard. In 1880, McRae, Ahearn & Co. put into use a siding and new coal sheds where, "nearly every day a trainload of coal was dumped just by turning a crank". This coal came from mines along the Delaware, Lackawanna and Western R.R. in cars

which ranged in size from 5-ton jimmies to 30-ton gondolas. Their diversity must have presented the enginemen with some challenging operating problems.[53]

In October, 1880 the company announced that it intended to build an oil depot on a 100-by 30 foot strip of land between its tracks and those of the Canada Central. [54] Up until that time oil was shipped in wooden barrels, which leaked badly. When the new depot was complete, oil would be brought from Petrolia, Ontario, three times a month, in flat cars fitted with metal tanks. The oil they carried would be fed, by gravity, into a receiving tank in the depot and distributed to the retail trade by pump from that facility. The line had bought ten such cars from the Great Western.

Some indication as to why the Temperance movements were so active in that era can be seen from reports of barrelled liquor shipments. On October 27, 1872, a train brought in 1,000 barrels: 31,500 gallons (143.2 kl). Eight years later a similar report listed 50,000 gallons (227.3 kl.) among them a brand called "Walker's Old Rye". A year later Wiser's and Labatt's were reported as shippers. Though Ottawa had its own breweries and distilleries they do not seem to have exported their products. Perhaps one item of return traffic may have been beverage-connected. A report on July 30, 1880 claimed that the line had contracted to ship "10,000 tons of ice at the rate of 40 tons a week" to the American Market during the period January and February, 1881.[55] Unfortunately the volume figures and the transit rate are irreconcilable and there was no further report which would have clarified them.

By June 1880 the lumber business was booming. Ten cars a day were going out of McLaren's and McClymont's mills to Troy, N.Y.: A new spur had to be put into McClymont's that September. The smaller barge owners, who had been barging coal up to Ottawa and taking lumber back, were finding that they could no longer get return loads. By October, 1881, there were rumours of sales to the American market of 1,700 cars of lumber from the Chaudière alone. This did not necessarily help the St.L&O. On December 16, 1881, Prescott complained that the line had a contract for 600 carloads of lumber for the Boston Market. However, that 600 loads had to cross the Central Canada at the Chaudière. The CCR refused passage and someone else hauled the contract.[56] Freight rates at that period were still tied to GTR levels. Table XI page ?? illustrates them.

Mail Service

Passengers and freight were the "bread and butter": the mail was a useful "jam". The Company was happy to announce on December 2, 1854 that it had made arrangements with the Post Office Surveyor, Mr Wickstead to carry the mail between Bytown and Prescott.[57] The Bytown mail

would leave at 6:00 am, arriving in Prescott about 9:00, be transferred across the river and then go by the Northern and the Champlain and St. Lawrence to Montreal. Service to and from Montreal was proudly claimed to be "same day", although it is not clear when it was actually made available to the recipients. Mail for Quebec arrived in that city the following morning. Western mail went between Prescott and Kingston by boat and beyond that town either by boat or the new Grand Trunk.

The first "mail conductor" was P. Pennock, who stayed with the Company until January 6, 1866, handing over to J. Thomson, an ex-GTR man. His duties seem to include receiving and signing for the mail delivered to him by the Post Office clerk (who used to attend the train in a horse-drawn covered vehicle inelegantly named "the hearse"), and hand it over, with the appropriate receipts, to his connecting service. [58] Difficulties arising through stoppage by snow or breakdown required the "mail conductor" to make every effort to bring the mails in by whatever means he could command despite the delay on the part of the carrier.

The financial return for all this was not particularly large, $200 a month, but it was regular. Service from Ottawa began on Monday January 1, 1855 and provided a welcome addition to the scanty revenues. The company operated a Railway Post Office which served the on-line communities as well. Cancels used on this were the single ring type with "Bytown and Prescott R.R." and a date, no year, which changed on the renaming of the line to "Ottawa and Prescott Railway", a single letter ("A" is known) and the date and year. Double narrow rings were used in 1865, perhaps overlapping with a wide ring and a Maltese cross which remained until the line changed its name again. The double ring version introduced the direction of travel. The replacement consisted of the name of the line abbreviated, two short semi-circular lines in each lower quadrant, the train number, direction and date. This was replaced by CPR strikes. The service lasted until November 26, 1957. [59]

Some indication of the nature of revenues which could accrue through such service may be seen in rates paid to the Great Western ten years later. Service provided once a day, by a travelling post office occupying up to one-third of a car, received $40 per mile per year for night schedules and $30 per mile for day schedules. [60] Mail which went by baggage or freight where the company did not provide a travelling post office earned 2¢ per mile per single train for all shipments two hundred-weight or less (probably the British 112 pound cwt. rather than the North American 100). Additional trips and weights earned a proportional amount.

For accounting purposes, the Company lumped mail with express revenues and it is not possible to assess the relative importance of each. It was certainly regular. Service was daily except Sunday. Mail came into Ottawa by the morning train, usually before 06:30. The down train

left about noon. No incidents were reported; in fact the only observation was a report of a "new postal car" on September 9, 1874. [61] Obviously the service was sufficiently good that the people took it more or less for granted.

In summary, the line played a significant role in the economic development of the region. Two tables: XII which gives the tonnage of merchandise carried over the last ten years of the company's independent existence shows the variety carried. Table XIII summarizes the traffic described in this chapter. It is regretted that the statistics needed to complete Table XIII are unavailable.

Control and Dispatching:

Detail on this key activity has had to be developed largely by inference. All trains were controlled by the Superintendent at Prescott - actually, for most of the lines independent existence, from Prescott Junction. Orders were passed up the line by telegraph and that service was also available for commercial use at least in the early years.[62]

In April, 1853, the Canada Grand Trunk Telegraph Company asked if it might build a line along the railway right-of-way. Permission was granted, subject to approval by the B&P's Chief Engineer, who also retained the right to supervise its construction. It had to be placed so that the wire would not interfere with the safety of the railroad operations. But the telegraph company's contractors, Snow and Dwight of Brockville, apparently went ahead without clearance, and certainly without complying with the very reasonable conditions which had been imposed. They set their poles so as to obstruct the route and strung their line about ten feet above the as-yet-empty roadbed.[63]

Despite a number of letters, they made no move to correct their errors and President Robert Bell finally ordered his construction crews to clear the route. These took direct action and although some of the poles may have fallen of their own accord, some were definitely cut down. This caused an uproar. Bell took a firm stand and his directors supported him. To the later reader, however, Bell's position is rather weakened by an announcement, a year later, that the Montreal, Ottawa, and Prescott Telegraph Company, of which Mr. Bell was a prominent member, had built along the right -of-way, and was being used by the Ottawa & Prescott for its train orders. In late 1855, Dodge , Dickinson & Co. extended the line to Ogdensburg.[64]

How conflict between the operational needs of the railroad and the more lengthy commercial traffic was resolved is not known, but the respective volume of traffic was probably not so great as to pose a major problem. Certainly the operators would have worked out some reasonable arrangements amongst themselves and it is entirely possible that the

respective station agents doubled in service for both concerns in early days as was being done at the end of railroad communications service.

Centring control at Prescott was entirely logical. For practical purposes the line was a feeder to the Grand Trunk. Its services were coordinated with that road and a dispatcher had to ensure he could work to GTR timings even though there was no direct crossing at grade between them. At one period, from December 1864 to perhaps mid-1865, the GTR closed its Prescott station and moved to Prescott Junction. As we have seen this was part of a somewhat inept move by the GTR to take over the line, but it was a realistic acknowledgement of the real operating situation.

On November 9, 1880, the St.L&O moved its offices to the "west end of Prescott", closing and ordering the demolition of its station at "Junctionville". This highlighted a potential threat to the CPR by the Grand Trunk and may have accelerated the Syndicate's moves to gain control of the Prescott road.

Orders were short and simple, logged in an operator's Record Book.[65] Unfortunately not all the abbreviations can be transcribed. Examples "J.T. to O.S. Lemy P.J.{Prescott Junction} Line clear for Engine 'Countess' J. Manion (1.20 pm 11 Nov.1879)". P.J.{Prescott Junction} to Agent KV {Kemptville} One (1) will cross Four (4) at Osgoode. C. Dame (2:45 pm 1 July 1880)". "P.J. to Agent J.S. (Spencerville?) Line clear for G.T.R. engine 167 R.B. Dowsley (12:30 pm, 29 July, 1880). It was clear that a lot of movement of light engines, work trains and at that time, non-scheduled freight trains took place. Standard light and flag codes seem to have been in use, with extra movements regularly being described as "white". With every station on the line in telegraphic contact normal control was probably adequate. ~~Modern operating crews would disagree.~~

Initially, a problem developing on a train between stations was dealt with either on arrival at the next stop, or by a crewman walking to the nearest key-equipped office. In early January 1866, T.S. Deltor, then Superintendent at Prescott, was proudly demonstrating a small portable telegraph set he had bought which was "twice the size of a German snuff-box",[66] and which he intended to issue to his crews for emergency signalling. Unfortunately the report neglected to mention the name of its manufacturer.

Supervision was assisted by a system of reporting which every Engineman completed and submitted a Return on his trip including timings loads, refuelling and comment on the journey. A copy of one of these dated April 18, 1865 appears as Table XIV.

Ferry Services:

While ferries were not part of the Company, some mention must be made of the vital link they provided with the American markets. The Bytown & Prescott had always been aware that it was essential to transfer rolling stock across the St. Lawrence. Reloading freight from car to boat to car again was obviously uneconomic. At some time during the formation of the B&P, arrangements were made with an unknown American company for the operation of a ferry service, and which is known to have operated a ferry The *Transit* in service to Prescott.[67] (It may have been the Northern Railroad which had its own fleet the Northern Transportation Company.) These arrangements fell through perhaps because the O&P could not raise sufficient funds. In any case, the cost to the Company was a penalty payment of $13,600 worth of stock for "Breach of Ferry Boat Contract", which occurred some time before August, 1858 [68] when the Ogdensburg Transportation Company was founded or reorganized.

How traffic was first handled between Prescott and Ogdensburg is therefore unclear, but with the building of additional dock and storage facilities in 1862, with GTR assistance, augmented by the construction by the GTR and the Northern R.R. of New York of the 244-ton *St. Lawrence* made such a link practical and efficient. Built at Ogdensburg, the *St. Lawrence* came into service on August 7, 1863. She was 128 feet long, 33 feet 9 inches in the beam, powered by two 150-hp engines. She was built of wood, fitted with an iron ram which enabled her to break light ice, and had a capacity of six loaded cars on two parallel tracks.[69] There was a saloon or dining area, mounted over the car deck, run by Mr Talman of the Seymour House Hotel in Ogdensburg. The press criticized this on the grounds that it would make the vessel top heavy. The suggested solution; that it be placed at deck level and that the deck be reduced to a single track overlooked the economics of the operation. Her skipper was Captain Chapman. One source claims the vessel's tracks was laid to broad gauge, which seems odd considering that the GTR did not interchange its cars and the Northern most certainly did. Also it is quite clear that American locomotives and rolling stock were used in the Prescott yard.[70] Thus while the ferry might have had a third rail, it is more probable that its tracks were standard gauge.

In August 1873 the *St. Lawrence* was found to be rotten and was taken out of service. It was replaced during the following year by the *Transit II*, owned by Isaac D. Purvis of Prescott. Built in Clayton N.Y., this 141-ton vessel was 108 feet long with a 21 foot beam, six foot draught, equipped with a single track with a capacity of three cars. There is one story concerning her. On November 24, 1881,[71] DL&W coal cars were being loaded at the Ogdensburg slip. A coupling broke and a cut of three cars ran down the incline, across the car deck, through the rail and into the harbour. Damage was such that the *Transit II* was sent to the marine railway at Ogdensburg. The *City of Belleville*, called on to act as tug, hit a piling, damaged a paddle wheel and also had to be hauled. The

cars had been consigned to McRae in Ottawa who reported the loss as $1,800. *Transit II* came off the registry in 1901.

In 1882, after the CPR had been amalgamated with the Canada Central Railway Co., the *William Armstrong* was converted into a car ferry for service between Brockville and Morristown; it had a capacity of only three cars and came out of service in 1910. The *International* with a capacity of five cars, served between 1896 and 1910, often working with a three-car barge, the *Jumbo*. Another vessel, the *Cariboo*, also with a capacity of three cars, apparently was in service about this time. In 1908 the *Charles Lyon*, capacity 14 cars was introduced to the service. She was replaced in 1930 by the 105-ton diesel-electric tug *Prescotont* with the 17-car barge *Ogdensburg*. *Prescotont* was built in the Davie Shipbuilding and repair yard in Lauzon, Quebec; the *Ogdensburg* by the American Shipbuilding Co., Lorrin N.Y. A feature of the combination was that the tug could be controlled from a wheelhouse over the car deck of the barge. These vessels were in service until 1970 when the declining market for coal, the construction of a new automobile bridge across the St. Lawrence, some political manoeuvring and a fire at the Rutland R.R. (former Northern R.R.) ferry slip combined to end the service.

Initially there were two ferry companies. On March 17, 1888, David Lyon combined them by forming the Canadian Pacific Car and Passenger Transfer Company. In 1909 the passenger operation was sold to the Prescott and Ogdensburg Ferry Company. In 1929 the CPR bought out the owners of the CPC&TC and was joined in March 1930 by the New York Central. The service was operated jointly by those two companies until 1970.

1. *Bytown Gazette*, 28 August 1856.

2. *Ottawa Citizen*, 18 February 1880. *Ottawa Free Press*, 30 January 1880, Obituary.

3. *Ottawa Times*, 20 Augaust 1886; *Ottawa Citizen*, 11 July, 4 August 1871; 12 November, 1 December 1880.

4. *Ottawa Citizen*, 21 July 1880.

5. *Ottawa Union*, 22, 27 November 1862: *Ottawa Times*, 19 September 1870.

6. *Ottawa Times*,7 February 1873.

7. *Ottawa Times*,19 January 1865; 6 January 1868; *Ottawa Citizen*, 6, 10 January 1868; 2 January 1871; *Prescott Messenger*, 25 June 1884.

8. *Bytown Citizen*, 9, 12 August 1854.

9. *Ibid.*, 9, 26 August 1854; advertisement dated 4 September 1854.

10. *Ibid.*, 11 November 1854.

11. *Ibid.*, 16, 23 December 1854.

12. Keefer, S. *op. cit.* 28 February 1859

13. *Ottawa Times*, 19 December 1865: Railway Time /local time in B&P advertisement cited in *Ottawa Citizen,* 13 January 1855, dated effective 1 January 1855. Example cited from *Official Guide* 1870.

14. *Ottawa Citizen*, 22 May 1861.

15. *Ottawa Banner*, 29 June 1859.

16. *Ibid.*, 9 April 1859.

17. *Ottawa Times*, 10 March 1868.

18. Morris, J.A. *Prescott 1810 - 1967*, Prescott Journal, see article by Mrs. H.D.Mellon.

19. *Ottawa Times*, 1 October 1873.

20. *Ibid.*, 7 October 1873.

21. *Ottawa Citizen*, 31 May 1869.

22. *Ottawa Times*, 3 December 1875.

23. *Ibid.*, 4 December 1875.

24. *Ibid.*, 11 October 1869.

25. *Ibid.*, 11, 22 October 1873.

26. *Ibid.*, 15 April 1867; 9 August 1871.

27. *Brockville Recorder*, 24 August 1854; *Bytown Citizen*, 12 October 1854.

28. *Ottawa Times*, 25 September 1867.

29. *Ibid.*, 14 September 1875.

30. *Ottawa Citizen*, 7 September 1864.

31. *Ottawa Citizen*, 5 August 1864; 31 July 1868; *Ottawa Times*, 28 July 1868.

32. *Ottawa Times*, 10 August 1874.

33. *Bytown Citizen,* 11 November 1854.

34. *Ottawa Citizen.,* 10 February 1855.

35. *Ibid.*, 21 November 1859.

36. *Ibid.,* 22 April 1861.

37. National Archives of Canada

38. *Ottawa Union*, various issues, summer 1863.

39. *Ibid.,*19 October 1861: 1 bbl. potash, 4 chests, 2 bundles.

40. *Ibid.*, 12 November 1861.

41. *Ibid.,* 14 September 1859.

42. *Ibid.*, 5 January 1862.

43. *Ibid.*, 12, 25-27 November 1861, 3 January; 15 April 1862.

44. *Ibid.,* 3 May 1862.

45. *Ibid.*, 7 June 1862.

46. Ibid., 27 November 1862.

47. *Ottawa Citizen*, 3 April 1866.

48. *Ottawa Times*, 29 September 1870.

49. *Ibid.*, 19 May, 26 July, 29 September, 17 October 1870; 20 November 1871.

50. *Ibid.*, 10 August, 29 December 1871; *Ottawa Citizen*, 2 April 1866.

51. *Ottawa Citizen*, 6 November 1871: *Ottawa Times*, 27 April 1871.

52. *Ottawa Times,* 8 October 1873.

53. *Ibid.*, 12 July 1870; 23 June 1873; 22 July 1880.

54. *Ottawa Citizen*, 13 October 1880.

55. *Ibid.*, 27 October 1872; 31 July, 22 October 1880.

56. *Prescott Messenger,* 10 December 1881.

57. *Bytown Citizen*, 25 November 1854.

58. *Ottawa Citizen,* 6 January, 13 February 1866.

59. Gillam, L.F., *A History of Canadian RPOs*, 1967. pp. 12, 16.

60. *Ottawa Citizen,* 29 March 1865.

61. *Ottawa Times*, 9, 21 September 1874.

62. Keefer, S., *op. cit.* 26 February 1859.

63. *Bytown Citizen*, 21 January, 11 February 1854, quotes Picton Gazette, Montreal Gazette 15, 25 February 1854; *Bytown Gazette*, 16 February 1854; *Ottawa Railway Times*, 4 March 1854.

64. Bytown Citizen, 16 September 1854; *Ottawa Citizen,* 20 January 1855, cites Montreal Gazette, 20 January 1855, Ottawa Railway Times.

65. Operator's Record Book, Prescott Junction. Manion Collection. Dates as shown.

66. *Ottawa Citizen*, 6 January 1866.

67. Shaugnessy, Jim, *The Rutland Road,* Howell-North Books, Berkeley, CA. 1964, pp 58, 59.

68. *Ottawa Citizen*, cites O&P Annual Report, 11 August 1858; N.R.H.S. *National Railway Bulletin*, Vol. 44, 1979, pp. 26 - 32, 46. Towle, Charles L., "The Ogdensburgh Route".

69. *Ottawa Times*, 10 March 1866.

70. *Ottawa Citizen*, 7 August 1863; *Prescott Telegraph* and *Ottawa Times, 10 March 1866*,two engines, sixty cars. Reports of Northern R.R. cars repaired in Prescott Shops Timebook.

71. *Prescott Messenger*; 25 November 1881.

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Chapter 8

Accidents and other Set-backs

Railways have never been the safest industry in the world in which to work. Nor have they been free from mishaps involving passengers, pedestrians, and other means of transport. In the early 19th century many employee accidents were caused by carelessness that often bordered on the foolhardy. Some accidents took place because of work practices that increasing awareness on the part of management and labour eventually remedied. The Bytown and Prescott and its succesor companies were no exception to the norm of the period. Yet its record may not have been as bad as some roads and was perhaps better than most. As with them all in addition to personal accidents, it was the victim of natural forces; fire, flood and snow. All of these had their effects upon the operation of the line itself. All affected a Company whose financial resources were slender.

The first recorded passenger accident occurred on November 00 1855.[1] A young boy from Spencerville, named O'Keefe, asked if he might ride two miles up the line and then jump off. The conductor said "No". Apparently he then evaded the crew, rode his two miles and attempted to jump from a train which was then running about 25 mph He was seriously injured but the subsequent investigation held that no blame be attached to the crew. Less lucky was ten-year-old David Kidder who, on April 5, 1860 attempted to jump onto the moving *Prescott* at Ottawa station. He slipped and was run over before it could be stopped.

The first recorded crew accident happened on June 3, 1856.[2] The evening northbound train hit a cow four miles south of Kemptville. The engineer whistled "down brakes" and brakeman Baskerville, who was on the rear of the baggage car, moved across to apply the brake on the passenger car behind. As he stepped on the link-and-pin coupler, it turned under him and he fell between the cars. Conductor Whitney uncoupled the engine and ran him to Kemptville where the southbound Accommodation train was in the siding. There they transferred him to the care of Conductor Daniels, who ran "light" (locomotive only) at all possible speed back to Ottawa and medical attention, but they were too late.

Boarding a moving train has always been risky. In March, 1864, William Spotswoode, then Roadmaster at Osgoode, attempted to board: he miscalculated and fell between the train and the platform, and was killed. A Mrs Waddell of Kemptville was luckier. On June 8, 1873, while trying the same thing, she missed her footing and fell between the cars. Fortunately a spectator, George Taylor, standing nearby, managed

to pull her clear in time.[3]

Being knocked off, falling from, or being crushed by, a moving train, has a horror all its own. On August 25, 1858, brakeman Charles Duffy, was riding a car being switched by the locomotive *Ottawa* in Prescott yard.[4] He found too late that there was insufficient clearance between the car on which he was riding and the freight shed and died of his injuries. The track was later moved to give sufficient clearance. In July 1866, brakeman Alex MacDonald was knocked off his train by a cattle guard south of Oxford and killed. On January 11, 1871, Mr A.M. Levessay fell off a car platform. Conductor S. Daniels at the rear of the train happened to look through a window and saw something he thought was a figure in the snow by the track. He stopped, backed the train up "two miles" and retrieved his passenger who apparently had some form of seizure. He lived; had he spent a night in the snow, he would probably have died.[5]

Two similar accidents which revealed unsafe operating procedures, occurred in 1874. On July 11 the down night express train picked up two cars at Spencerville siding. William Fricklin, the baggagemaster, went up on top to connect the bell-rope (signal cord to the engine). Blinded by smoke from the engine, he missed his footing and fell between two cars. He was not missed until the train got to Prescott Junction, about eight miles (and twenty minutes running time) away. The locomotive was uncoupled and ran back for him. Though he had lost a leg he was still alive. On August 17, Michael Nidd did the same thing on top of the 9:30 pm train out of Ottawa. As the train passed under the Brady bridge, near Chaudière Junction, he was hit, fell under the wheels and was killed. Certainly the signal cord had to be connected.[6] But it should have been done before the train moved. The crews were obviously cutting corners. The "start" signal was probably given by hand or lamp from the ground or a car step and the crew counted on connecting the cord before the next stop. The fact that reports of such accidents were not repeated may indicate that the practice was officially forbidden and the ruling enforced.

Another "moving vehicle" mishap, involving equipment not normally associated with fatal accidents, took place on April 18, 1866. Richard Beamish, Section Foreman at Prescott, broke the crank on his handcar. The mechanism jammed, he was tossed off, landed heavily and died.[7]

Accidents to switchmen caught between the cars were depressingly common. Usually the incident resulted in a crushed hand and rarely drew more than a passing mention. On December 11,1883, J. Cullen of Ottawa jammed his hand. The paper justified its mention of such a minor event by observing that this was the second time he had done that in two months. Such accidents were often more serious. James Young of Prescott was crushed between the cars while uncoupling at Ottawa

station on March 31, 1866. Ten years later, a similar accident caught Thomas Press between the "deadwood" of two cars at Chaudière Junction. He died two weeks later.[8]

Trespassing on the right-of-way was a common cause of fatalities. Some got away with it, although not all who did were so lucky. Engineman O'Neill and the *Thomas Reynolds* were involved in two similar incidents early in 1867. On January 4, southbound out of Ottawa with the snowplow, they hit one Edward James. Apparently the worse for drink, he had been on the track where the engineman blinded by the plow had not seen him. The plow tossed him clear and he got away with a broken leg. On February 8 the same crew hit William James (the paper did not comment on the similarity in surnames in the two accidents, although both were Company employees and may well have been related.) five miles north of Prescott. He also was drunk, and had been sitting on the rail asleep. He suffered two broken ribs and a slightly damaged leg.[9]

More tragic was the an accident on December 27, 1865. Engineman Lyman Loomis on the morning down train saw a man beside the track near Cunningham's. That afternoon as they came north he saw the man again. Though Loomis whistled, it was impossible to stop. The man did not move off the track and went under the wheels. The subsequent enquiry revealed that he was deaf and dumb, was a heavy drinker and was depressed. Apparently he had gone out in the morning intending to visit his sister who lived some miles south. He never reached her.[10]

On August 13, 1869, the morning train out of Prescott saw a child lying between the rails. Though "down brakes" was whistled they were unable to stop, and the train ran right over him. When the crew picked up the child they found that he was not seriously hurt. Apparently he had suffered from seizures and, being small and limp,[11] had lain below the running gear.

Livestock at large on the line was a perennial hazard, not confined to remote country regions. One engineer hit a pig between the Sussex Street station and the Rideau bridge on November 21, 1870. This could have been serious; the small solid body of a pig could easily slide under the cowcatcher and lift the pony truck, derailing the locomotive. Part of the reason was that the line's fences were not what they might have been. Moreover local farmers allowed livestock to roam at large.[12]

Level crossing accidents were as common then as they are today. Often they involved individuals who, from deafness or other physical reason failed to heed the warning and were hit as they walked across the rails. On November 29th, 1860 a Mrs Allen was killed 1 mile south of Kemptville falling while trying to cross in front of the *St. Lawrence*. L. Loomis was the engineman who had to live with that all his life. In the

early days, some were obviously unfamiliar with the distance required to stop a train. The participants in one crossing accident were lucky. On January 9, 1885, a teamster picked up a three-ton load of stone at the Robillard Quarries on the Montreal Road in Ottawa. While trying to cross the line at the Cyrville Road, his sleigh stuck, a not uncommon situation given the conditions of grade, load and the extra friction between the runners and the bare rails. Unable to move the sleigh, he unhooked his team and stood clear. The collision smashed the sleigh and spilled the load, but did not derail the locomotive.[13]

The only successful lawsuit against the Company due to an accident arose out of a fatality at a level crossing in Ottawa itself. Early in 1882, Mrs W. Plett was driving a buggy across the track, near the station on Dalhousie street, when she was hit and killed by a cut of cars being switched in the yard. The Company tried to claim that, as a native of Ottawa, she should have known about the crossing and the yard. The facts were that the crossing was unmarked in any way, that neither she, nor her companion, Mrs Hinton had heard any whistle or bell, and that the train movement was not protected. Brakeman Campbell, was on the end car but there was no one on the ground. Usually there was a brakeman every five cars and Thomas Powell, who was on the sixth car from the end saw Campbell's signal too late. There was disagreement as to the speed that the switcher was moving the cut of cars; some expert opinion suggested that the speed could not have been more than 5 mph. others that it was more like 7 or 8. The judge found for the plaintiffs and, although the case dragged on into the Appeal Court, the company had to pay Mrs. Lett's children some $5,800.[14]

There were fairly frequent minor mishaps but only two serious derailments in the line's independent history.[15] The first occurred on April 2. 1875. About 4:30 pm a freight with twenty cars and a van came off the iron between Gloucester and Osgoode, spilling four cars of lumber. No one was hurt. The wrecking crew came up from Prescott, followed later by the mail. This was delayed by the derailment and as a result a fourth train came down from Ottawa, picked up the mail and presumably, any passengers, and got them to Ottawa about an hour late.

The second involved a passenger train. On January 20, 1881, about a mile south of Osgoode, either a broken wheel, a broken rail or a combination of both derailed No.3 which was due into Ottawa at 6:30 am. Passengers in the second-class coach and the two "Pullmans" required stitches and the sleeping car conductor, Dan Rice , was slightly injured. On January 27, Mr O.S. Burr of New York claimed $250 for injuries and loss of personal clothing, and $150 for loss of time. It was proved that he had suffered only a mild abrasion, that the only clothes he had were what he stood up in, and that "his time was of little value". Two ladies, a Mrs von Koerber and a Miss Fellowes, had legitimate and minor claims which were settled.[16]

There were occasional attempts at sabotage. In August, 1864 the crew of the afternoon train found a stake driven between the rails and a beam laid across them north of Cunningham's. Fortunately they stopped in time. In 1869 a similar incident took place not far from the first occurrence. On the second occasion, the locomotive apparently hit the obstruction, but no casualties resulted. A reward of $500 was offered but apparently never claimed. During the Fenian Raid scares in 1866, troops guarded railway property to prevent similar acts.

One potentially serious incident was caused through equipment failure. On August 25, 1876, a coupling link broke at Chaudière Junction station, where a down grade gave the cars momentum on their run toward the Rideau Canal swing bridge on the Chaudière extension. Mr Munsie, the bridge-tender lived with his wife in a little cottage near the span. As was his custom, he was in his garden before going to bed and heard the noise of the moving train. Knowing that no train was scheduled, he realized it was a runaway and with his wife's help, began closing the bridge which had been left open as a normal convenience to canal traffic. They were just in time: the runaway broke the protective gate at the south end of the span just as the bridge turned into position.[17]

On Monday, February 22, 1886, the railferry *Transit II* was loading cars in Prescott. Mr D. Crowley was riding the idler car in front of the locomotive. Possibly intending to disconnect the car being loaded to allow its momentum to carry it forward into position on the ferry, he pulled the coupling pin (which would have allowed the link to pull clear of the draw bar) and signalled the engineman to stop. The brake application was so sudden that he was thrown down between the rails, dragged by the still moving car and jammed against part of the ramp. He suffered a badly crushed hip and cuts on his leg and head. "The unfortunate young man is about twenty-two, blessed with a good constitution and will probably pull through ... We understand that his brother employees intend to see that he does not suffer financially during his illness."[18] No sickness pay or Workman's Compensation a century ago!

Fire:

There were three serious fires in the St.L&O's history. In November, 1857 a fire destroyed the engine shed at Ottawa, damaging the new locomotive, *Prescott*. On May 7, 1860, fire destroyed the Ottawa station and five cars on the adjacent spur. With them went some merchandise including regrettably, the law library of a new barrister, William Mathieson, who had just moved to Ottawa to open a practice. Fortunately for the Company, the station watchman had been able to clear the office of all papers and records. The fire was believed to have been started by activists engaged in a labour dispute with a contractor working on the Parliament Buildings. Wild threats had been made at a

protest meeting to the effect that the city itself would be burned if their demands were not met. No one appears to have been arrested for the incident.[19] The station was rebuilt, but to the chagrin of successive General Managers, it was still a "temporary structure" unworthy of what they thought Ottawa's station should be. That "temporary" building lasted until the line was closed.

A more serious fire occurred on January 21, 1869. At that time the Company's offices were in the Desbarat's Block at Sparks and O'Connor Streets, in the heart of Ottawa's Upper town. A fire in the stairwell, complicated by the fact Ottawa had no piped water supply, resulted in the loss of the entire block. The Company lost its records although a safe, which had survived the flames and then been allowed to cool thoroughly, kept some of its more valuable papers intact. Thomas Reynolds, Vice President had a comfortably-appointed office suite in the building. Despite the fact that he lost everything, he made a $50 donation to the fire company which had responded to the alarm; a typically generous gesture.[20] Not surprisingly he subsequently became an active supporter of a campaign for piped water! The Company acquired new offices around the corner on Wellington Street, about where the Rideau Club was subsequently located, in front of the Parliament Buildings.

A fire threat which fortunately passed without ill-effect took place in 1870. That summer was very dry and forest fires in the area south of Kemptville ravaged extensive areas. William Ronaldson gathered a crew together and went down the line to salvage the cordwood stacked at lineside as fuel. He succeeded in recovering 150 cords (about 19,200 cubic feet, 543.75 cubic metres) which not only represented a considerable sum of money but also saved the company from having to try to purchase a new supply during the very period in which the usual suppliers would have been busy about their harvest.

Floods:

Much of the northern end of the line was built across a flood plain. Ottawa and Kemptville are vulnerable to high water to this day, although ice control measures have done much to protect property in those communities. April has traditionally been the worst month. Some years were worse than others: 1855, 1862, and 1870 were particularly bad, with damage to the bridge at Ottawa and to the roadbed through New Edinburgh.

In bad years service would terminate at the Montreal Road, in a district then known as Janeville (its inhabitants regularly asked for their own station, but without success). After the Chaudière freight depot opened, the Company transferred its Ottawa terminal to that point. A locomotive and car took passengers from Sussex Street to Chaudière Junction to

connect with trains from Chaudière. On at least one occasion, this 'jitney' left Sussex Street early, stranding some intending passengers who were understandably annoyed. After the Union Station was opened at Broad Street, passenger service from Sussex Street ceased, reopening only between February 1882 and August 1885 when the Chaudière extension was unserviceable.[21]

Snow:

When building the line on an embankment "free from any inconvenient accumulation of snow" Walter Shanly may have underestimated the amount of snow which can fall during an Ottawa Valley winter. There were, of course, few detailed meteorological records to guide him. To give him credit he got away with it at least in most winters. The line did not have a snowplow on its roster until about 1866. Before that date all snow clearance was done by men with hand shovels. An early contractor was James Goodwin who did well to keep the line as open as he did, although the expense of his contracts would probably have bought more than one plow. Obviously the gangs did not try to clear the entire line. The critical stretches were the two major cuts; in Gloucester township and near Kemptville. In general, the Company could expect to get through the winter with occasional delays, and with perhaps the odd day lost. One storm, in February 1861, held up the Montreal mail for three days. On February 13, 1866 the morning train from Prescott arrived eight and a quarter hours late, having bucked snow that was "very deep and solidly packed" at speeds which rarely got above 5 mph. Three days later they were still running four hours behind.[22]

Arguably the worst winter the Company had to face was that of 1868-69.[23] On Wednesday, February 24th, 1869 the morning north-bound passenger train left Prescott at 8:00 am behind four locomotives. Normal arrival time in Ottawa was 11:00 am. It reached Kemptville, about half way, at 2:00 pm and the passengers were given a meal. So packed was the snow that progress was impossible until the line was dug out. The train reached Gloucester with its 45 passengers, four of them women, by 9:00 pm, shovelling snow into the tank and presumably refuelling from lineside woodpiles. It finally became stuck in a cut about half way between Gloucester and Billings. The passengers settled down to get what rest they might. There was no food aboard.

About 3:00 am, a passenger from Toronto named Bain walked the four or five miles in to the Russell House hotel to tell of the train's troubles. He arrived about 8:00 am and as a result by 9:00 am, several teams and sleighs had left for the train with food and wine. Meanwhile, other passengers went back the mile-and-half to Cunningham's where they had an inadequate breakfast. Mr S.N. Foote of Quebec woke a nearby farmer to get food for the ladies.

The teams that went out to the train with food brought the passengers and the mail back with them. The mail conductor, J. Thomson, then hired a cutter and team, picked up the outbound mail and set out for Prescott by road. Meanwhile eighty men were sent out from Ottawa to dig the train clear. They succeeded, and the train finally reached Ottawa at 11:00 pm. The southbound train had tried to get out at the normal time, 8:00 am, had got about three miles down the road, (about to Billing's Bridge) had then run out of both wood and water, to be forced to return.

The trains did not get through on the Friday. On Saturday the crew tried again, got ten miles out of Ottawa and despite forty men with shovels, failed a third time. They tried again at 8:00 pm presumably after the wind had dropped, but, after two hours called off their efforts and returned. There was no train on Sunday.

The Monday morning train out of Prescott left at 8:00 pm behind the *Colonel By*, presumably the only locomotive left available for service. That train consisted of a baggage/mail car and two passenger cars. Aboard were seventy passengers, some of whom had taken a week to come from Toronto, Montreal and Quebec city. Included were C.J. Brydges, then with the Intercolonial, and the Hon. John and Mrs Rose. [a] The train also carried 35 labourers, recruited in Prescott to clear the line. These led by the two gentlemen, worked in shifts clearing the track ahead of the train. Shifts of workmen had been out along the line, but the wind had blown much of the snow in again. By midnight the train was still three miles short of Kemptville.

Some passengers walked in to Kemptville but, though the sleighs went out the horses could not get through the drifts. The other passengers stayed in the cars until Tuesday night when they were finally met and taken to the Sillect House and Adam's hotels in Kemptville. Meanwhile a party of 200 soldiers and fifty labourers was sent out and managed to cut a trench through the twelve foot drifts by noon on the 3rd. The train arrived in Ottawa that afternoon and the crew celebrated its victory over the elements by decorating the *By* with evergreens. March 4th saw a train go up and back by 4:00 pm.

On March 10 another storm blocked the line again. the southbound train got through before the snow, but the northbound was stopped short of Ottawa and the sleighs once again had to pick up the mail and any passengers who may have taken a chance on getting through. The train finally got into Ottawa at 8:30 pm on the 11th, 33½ hours late, having come six miles in 24 hours.

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[a] Sir John Rose was Minister of Finance and a close Friend of Sir John A. Macdonald

The Friday (12th) train was only four and a half hours late. A storm on Sunday blocked the line yet again, and a party of 150 soldiers was sent out on the following Monday to dig the cut clear once more.[24]

The experience was enough for Superintendent Calvin Dame. That summer he designed a new snowplow, which he demonstrated in December.[25] Fortunately the winter of 1869/70 was less severe. There were delays in February 1872 and, in January, 1873. The editor of the *Ottawa Times* who earlier, and in direct disregard of the facts, had observed that "narrow gauge railways are always inadequate in snow", advocating the broad gauge as an alternative, suggested that the trains carry a stock of food for snow-bound passengers.

Eventually there were two snowplows on the line and extra expenditure on snow clearance became rare. They did occur, however. In 1879 the Statements show an expenditure of $137.20, in 1884, $597.64, and in 1885, $166.73. Records for other years are blank.

1. *Ottawa Citizen*, 16 November 1855; cites *Prescott Messenger*.
2. *Brockville Recorder*, 3 June 1856.
3. *Ottawa Citizen*, 11 March 1864; *Ottawa Times*, 9 June 1873.
4. Keefer, S. *Report, op. cit.*, 28 February 1859.
5. *Ottawa Times*, 4 July 1866; 12 January 1871.
6. *Ibid.*, 13 July, 19 August 1874.
7. *Ibid.*, 20 April 1866.
8. *Ibid.*, Wm. Head, 26 September 1871, 2 April 1866.
9. *Ottawa Citizen*, 7 January, 9 February 1867.
10. *Ottawa Union, Ottawa Times*, 30 December 1865.
11. *Ottawa Times*, 13 August 1869.
12. *Ibid.*, 21 November 1871, 21 October 1874; three horses near Chaudière
13. *Ottawa Free Press*, 10 January 1885.
14. *Ibid.*, 4 March, 18, 19 April 1882.

15. *Ottawa Times*, 3 October 1870, 2nd class coach off; 14 February 1871, plow off at Billings; Ottawa Citizen, Freight train broke axle Chaudière Station.

16. *Ottawa Citizen*, 20, 38 January 1881.

17. *Ottawa Union*, 27 August 1864; *Ottawa Citizen*, 27 September, 16 March 1866; *Ottawa Times*, 28 September 1869, 23 March 1866, 26 August 1876.

18. *Prescott Journal*, 25 March 1981 cites *Leeds-Grenville Independent*, 24 February 1886.

19. *Official Report*, 11 August 1858; *Ottawa Citizen* cites *Brockville Recorder*; 10 May 1860.

20. *Ottawa Times*, 21, 25 January 1869.

21. *Ottawa Citizen*, 19 April 1862; *Ottawa Times*, 4 April, 4 June 1870.

22. Shanly, *Report*, 26 July 1851; *Ottawa Tribune*, 14 march 1856, 14 July 1861; *Ottawa Citizen*, 12 February 1861, closed 7-9 February; did not run Sunday 10 February.

23. *Ottawa Times*, 26, 27 February 1869.

24. *Ibid.*, 26 February 1859; 27 February 1869.

25. *Ibid.*, 24 December 1869.

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Terminus and works of the St. Lawrence & Ottawa Railway, Prescott. Illustrated Atlas of Leeds & Grenville Counties. PAC 98973

Chapter. 9

To Keep Them Running

When the Company was organized, Prescott secured the right to operate and to staff the road's entire heavy repair and construction facilities. The centre of these was the engine shop in Prescott yard. This installation, and the ancillary departments which grew up around it, were under the personal control and direction of W. Calvin Dame. Joining the line about the time that it began operations, Dame kept his mixed stable of locomotives running; designed, built and rebuilt freight, passenger and non-revenue cars, was responsible for building maintenance throughout the system; and seems to have been called upon occasionally to provide additional manpower to assist the Roadmaster's crews in such jobs as replacing turntables. In the latter 1870s he also seems to have had charge of the actual operation of trains on the line itself, signing orders and exercising direct supervision of rolling stock. He was replaced in 1882 by A. Buckham, a long-time machinist in the Prescott shops. This may have been a temporary measure during a period of illness because he reappears in July 1883. He died on March 30, 1885,[1] by which time most of his organization had been dispersed to CP shops in Perth, Carleton Place, Ottawa, and Montreal. Calvin Dame's skill, initiative, and dedication played no small part in what successes his line enjoyed.

There is little factual detail on the shops themselves. An early map, allegedly dating from 1861-62, shows the engine shed as a simple roundhouse,[2] but by 1865 the Prescott facility was known to be building cars. The car shop which stood to the east of the roundhouse must therefore have been built in that three year period. A blacksmith shop and a machine shop might well have been added at the same time. The engraving at the head of this chapter first appeared in *The Canadian Illustrated News* in 1878. The machinery that the shops housed would have been of the simplest, without any of the heavy equipment a later shop would have considered essential. All work was done by hand, with the simplest tools. Mention was made twenty years after the line was taken over by the CPR, of five pits in the roundhouse (one for each stall) but there is no mention of an overhead crane, a drop pit or of any machinery.[3] They may have been removed after 1885, of course.

The one Time Book to have been discovered[4] cites only the period March 1, 1866 to October 31, 1867, about twenty months, some of them incomplete. However, it does give an impression of the trade categories and their pay rates, and also some insight into their job schedules. It shows also to which job each man was assigned. There were three major groups or trades: carpenters, machinists, and blacksmiths: two minor

trades, painters and a cabinetmaker, who also worked as a carpenter on occasion, and a part-time boilermaker who was hired for three or four months from time to time for special locomotive jobs.

The shops worked a ten-hour day, six days a week . Often, the men worked a half day -- four or five hours -- on Sunday. Longer days -- up to 17 hours -- were not uncommon, particularly among the machinists and blacksmiths. No time off was given in compensation and the hours were paid as straight time. A summary of the employment totals, payrates, and take home pay averages, is shown in Table XV.

The carpenters were the largest group with 22 names listed. Top pay was 15¢ an hour, received by some six men. One earned 14¢, two or three 13¢, one 12½¢, and two 12¢. One of the last, George Wilkinson, who seems to have started with the Company in July 1866, regularly worked a 310 hour month; once he worked 360 hours. In the thirteen months of record his average wage was $40.85. Others seldom earned more than $36, and many earned less than $30.

There were six to eight machinists. The senior man, John Carney, was paid a flat monthly rate of $50. He usually worked about 250 hours which gave him the equivalent of about 20¢ an hour. The man that he had replaced as senior hand earned 15¢, regularly averaging 336 hours and often earning more than his supervisor. One other man received 15¢, one 13¢, two 12¢ (promoted April, 1866, from 10¢), two 8¢ and one, William Ormiston, obviously an apprentice, started at $10 a month in January 1867. Four months later he was put on hourly rates. Even at 5¢ an hour, his increase was of the order of about 25%.

The senior blacksmith was Denis Lantier who had been promoted from 15¢ an hour to his flat monthly rate of $50 on April 1, 1866. He supervised three teams, each with a senior man, paid either 15¢ or 14¢, and an assistant who was paid 10¢. Lantier's equivalent rate was about 19¢; his helper worked longer hours than he did.

The painters may have been a family. The senior man was Henry Sharp at 15¢ an hour. His crew was Henry Marshall, also at 15¢, William Sharp at 13¢ and Henry Sharp Jr, at 8¢. The cabinetmaker was R.F. Corry; the boilermaker William Drine. Both earned 15¢.

The staff was reduced in March, 1867. The carpenters were worst hit, their numbers dropping from sixteen to eight. The machinists were reduced from eight to five in May, the painters from two to one, the cabinet maker disappeared, the blacksmiths were not affected.

In the pre-printed time book itself, the areas of work were grouped: locomotives, rolling stock, buildings, and six blank columns. Each locomotive was named, followed by three blank columns. The "car"

columns; passenger and baggage cars, box cars, platform cars, and two blank columns. "Buildings" included track department, repair buildings, shops, and freight buildings, followed by two blank columns.

All tradesmen work "across the board", wherever they were most needed, but spent most of their time within their individual specialities. Carpenters worked on the wooden equipment, machinists on the locomotives, and so forth; but carpenters also worked on locomotives, machinists for the track department, and everyone worked on the cars.

Regrettably, data for the two years is too incomplete to permit accurate analysis even of the brief period shown. What is available offers tantalizing glimpses. Dealing first with the carpenters: work assignments in 1866 were almost evenly divided. passenger and baggage cars occupied 2,880 man hours, box cars 3,298 and platforms 2,755. In 1867 the relative functional emphasis changed: 2,029, 5,166, and 1,750 hours respectively. Work profiles during the two years are quite dissimilar, even allowing for the shortcomings of an incomplete database. The passenger and platform car-related hours started at a fairly high level in March-May, 1866, went slightly higher in June and July and fell off markedly in August. The trend was reversed in September and October, rising to the highest work assignment levels of all. On the face of it this seems reasonable; refurbishment before the summer traffic and repairs afterwards. A detailed listing of tasks appears in Table XVI.

On the other hand, 1867 showed a relatively constant assignment level before the summer: the sharp decline came in July, rather than August, and continued into October. The boxcar repair figures also differ markedly. After what was probably a high assignment first quarter, the second quarter of 1866 showed a marked decline in activity. It rose in June, dropped steadily to a low in September, peaked in the third quarter and dropped off again to the end of the year. In 1867 it rose quickly, peaking in April and then declining, first dramatically, and then steadily. It is possible that this decline stemmed from the overall budgetary restraints then in force, rather than from an enhanced state of repair within the equipment rosters. Oddly, however, the blacksmith work assignment figures in 1867 reverse that trend. The machinists played a relatively minor part in rolling stock maintenance. The largest total of work assignments in 1866 was on passenger cars and the rest divided roughly equally between the other two categories. The 1867 figures may not be representative, because the shop crews spent virtually all of their time on the locomotives.

It is the "write-ins" which, despite their gaps, offer the most interesting areas of study. There are a number of entries within the "locomotive" grouping. But only on five occasions was one named. The first was in March, 1866. It consisted of an 18-hour detail, over a period of about 12

days, by machinist John Wardrop on a locomotive whose name, written rather illegibly in pencil, seems to be Northern Railroad's *Ottawa*. The Northern had acquired that machine in 1851; it was still around some years after the Prescott visit.

The only other entries might be read as *Morningford*. Who owned it and what it was, are alike unknown. It spent little time in Prescott, perhaps thirty hours all together.

The first "write-in" car entries on March 2, 1866, refer cryptically to "No.3" and "No.5" followed by: No. 2, 2nd class" and "No.4 Pass". There were four baggage cars in the shops; No.1 on which some 5,590 man-hours were spent; No.2, with 4,319 man-hours, No.3 and a new, unnumbered vehicle. That new baggage car was started about June 15, 1866, and some entries may overlap No.1 whose man-hour totals appear high.

Second class passenger cars No.2, No.5, and two new vehicles, are shown. No.2 was a holdover from the first quarter of 1866. The rebuilding of No.3 began about June 1 and it was released from the painters at the end of September after a total of 5,943 man-hours. The first new Second Class car was in the shops in March and seems to have been finished on June 23, but records are incomplete. The new No. 4 Second Class car was begun about August 15 and was still in the shops in October, with about twenty hours of painting on it. It was probably completed in November.

A class known simply as "passenger cars", which might indicate "First" was represented by two examples. The first, No. 4 was` outshopped late in 1866. The second, No. 6 was begun August 2, but no work seems to have been done on it in September and October. Work resumed in November, presumably continued in December, and ended in March, 1867, with a known total of 5,562 man-hours.

Freight vehicles included the "No. 5" mentioned, and a new car for which only 78 hours of work records are available. However, most of the records of construction of six platform cars, numbers 101, 103, 105, 107, 109, 111 are available during 1867. These seem to have taken about 1,000 man-hours each to build although No. 3 only took 819 hours. Additional time of about 40 hours was required by the painters.

Intermittent maintenance was done on cattle cars - there were at least two - on a van, on gravel cars which seem to have undergone an extensive refurbishment during the summer of 1866, and on a "slip car" (presumably a braced flat idler for the ferry dock). There was a "vinegar car", which received 1,000 hours of work during the winter of 1866. There was a "wing" car, presumably either an early snowplow or a form of spreader. Finally there was a "seating car" on which three

carpenters worked on June 29, 1867. This may have been a flatcar converted for excursion service by the addition of a temporary railing and plank seats. The July 1 and 4 holiday excursions would have used a number of these. A similar conversion during the previous year may have been hidden in the regular maintenance totals; John Wensley put in nineteen hours at a similar period in June 1866.

The Prescott shops also repaired foreign cars, which rarely stayed more than a day or two. There was an average of two GTR passenger cars a month. A mix of U.S. boxes and flats was seen during March 1866.

The Shop crews also worked on structures. In 1864 they painted the stations at Prescott, Spencerville and Ottawa. In 1871 they rebuilt the Kemptville station which had lost its roof, blown off in a windstorm and injuring the Agent, Mr Long.[5] The biggest single job was perhaps the replacement of the Prescott turntable, a task that took nearly 850 man-hours and even involved the cabinetmaker and the paint crews. Freight sheds at Prescott Junction and Oxford, a bunkhouse at Oxford, tank houses at Kemptville and Ottawa and the engine house at Ottawa, and a fuel depot which was not located but probably was at Prescott, all received attention. "Stat. and Sun", probably "Stations and Sundries". i.e., a catchall for casual jobs required 175 hours during 1867.

The Shop crew made the line's baggage carts, and hand cars. They did general maintenance, with members from all the crews seeing to problems such as drains in the Prescott yard area. Had they been caught unprepared by a frosty November?. Also they did some work on behalf of clients such as 650 hours spent refurbishing the drill hall or armoury at Prescott. Incidentally during the Fenian raids in 1866 an Ottawa & Prescott Railway Militia Rifle Company was formed with Superintendent T.S. Deltor as its Captain, Conductor M. Dowsley as Lieutenant, and Calvin Dame as Ensign: the connection between the Company and the community obviously was a close one. There are a number of references to carpenters building patterns, boxes and tanks which may or may not have been part of the line's operations. Most odd, however, are reports of carpenters and painters spending 500 hours building canoes and 35 hours on a boat. It is not clear how these relate to the Company operations; they may have been used in connection with the car-ferry or perhaps to enable staff to travel back and forth across the St. Lawrence to Ogdensburg.

The record illustrates the versatility of the typical small shop of the period. The hours men worked are almost unbelievable by today's standards; the pay unthinkable. Yet both were normal for the period. Of most importance at a period when there was no Unemployment Insurance, it was regular. There is no doubt other work was available; there was turnover in all three categories. But men with jobs with the railroad were among the more prominent artisans and enjoyed a status in

the community.

Details of the lineside facilities are scanty. In Ottawa there was a small engine shed just across the Rideau River from the Sussex Street yard, which probably disappeared before 1885. When the Chaudière Extension went in, a second enginehouse was built just outside the Central Canada's property line. It was equipped with a small turntable. After 1883, when access across the CCR track was permitted, rules were issued to protect movement on the turntable lead. This facility was later replaced, becoming the "old shops" when the last Ottawa West roundhouse was built in 1912.

Water and fuel facilities are also unrecorded. There were tanks at Prescott, Kemptville and Ottawa, as we have seen. Later a tank and standpipe was installed at the Chaudière. This was built by Wm. Perry and Company, apparently to a standard Quebec, Montreal, Ottawa & Occidental design and may have been intended for use by all three roads. Probably there were tanks also located at Oxford and Osgoode. Wood-piles were located at frequently intervals along the right-of-way, probably where township roads crossed the line. None required special housing. All of these installations were repaired, and perhaps rebuilt, by the crews under Calvin Dame. These repairs cost money but, if they had not been done the line could not have functioned. It was a great responsibility.

1. *Prescott Messenger*; 31 April 1885, with 31 years seniority.

2. *Canadian Illustrated News*, March 5, 1878. Reproduced in the "Illustrated Historical Atlas, Leeds and Grenville Counties, 1861-2. Mika, Bellville, 1973. PAC 98973.

3. CPR *Insurance Study*, 190 (6) CP Archives.

4. Time Book, Prescott Shop, Manion Collection.

5. *Ottawa Times*, 8 June 1874.

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Dübs Locomotive, Lakehead, CP Photograph

Chapter 10

The Line is Leased

Its contract with the Canadian Government required the CPR to build from "the terminus of the Canada Central Railway at Nipissing (Callander now Bonfield) ... to Port Moody." It was permitted to acquire the Canada Central, to build branch lines, and to operate lines from Ottawa "to navigable water on the Atlantic Seaboard or any other intermediate point." After much debate, the contract was approved by Parliament and the Company was incorporated on February 16, 1881.[1]

On June 9, 1881, the CPR acquired the Canada Central by amalgamation, inheriting an obligation to complete a line to Lake Nipissing from Pembroke, which was then connected to Ottawa by rail. The Central had begun to build north of Pembroke in 1878 and, by the time of the CPR/CCR amalgamation had reached Mattawa. CPR interests also revived plans to link Ottawa and Toronto via the Ontario & Quebec Railway. Finally, the CPR sought connections which would give it access to Montreal. A ready made road was available in the form of the Quebec, Montreal, Ottawa and Occidental Railway. This company had built a bridge across the Ottawa above the Chaudière, which was completed by 8 December 1880 though its acceptance by the company was deferred for months. In short, the CPR had, as its first priority to establish its eastern terminal in Montreal and to develop routes quickly to open up the Canadian market. It had done much to achieve that aim.

Given that agenda, the St.L&O offered little of real value. Even its nine year old slogan "The Shortest Rail Route to the Capital"[2] was no longer valid. Its link with Ogdensburg was matched by Brockville's ferry service via Morristown, although both the rail distance between Ottawa and Prescott and the river crossing were shorter. Its shops were too small, and were in the wrong place to serve the Ottawa Valley lines. It did have some equipment, which the CPR could put to use, but much of it was aging.

The St.L&O's greatest single asset was therefore not what it was, but rather the role it could play in the competition between the Grand Trunk and the Canadian Pacific. In Grand Trunk hands, the line could give direct, albeit somewhat slower service to Ottawa from Montreal and

Toronto. At that time the GTR had weathered yet another of its periodic financial crises and it had money with which to buy the road, unlike the CPR which even then, was having difficulty raising funds needed for construction. There was a very real risk that the Grand Trunk, realizing the significance of the line would actively attempt to acquire it, and it was this threat that the Syndicate considered it had to counter.

Thomas Reynolds died in June 1880. Walter Shanly took over his duties on a temporary basis.[3] There were no significant changes in the Board of Directors: William Quilter was both Chairman and President, and the rest of the members had been on the Board for a number of years and therefore were totally familiar with the Company's problems. However, the fact that the Board was on one side of the Atlantic and the road it controlled on the other was, for the first time, to put them at a very serious disadvantage. The CPR was a far more aggressive threat to the Company's existence than had been the Grand Trunk.

Changes began to take place in 1881. At the Annual Meeting Joseph Robinson took over the duties of Vice-President, which Reynolds had held while Managing Director. As his replacement Shanly had assumed both posts. This may have restored some executive control to the London Board but, at the same time it weakened the power of the man on the spot to take rapid and effective action to protect the company's position.

More importantly, in that year Duncan McIntyre of the CPR Board bought $175,000 worth of St.L&O shares which formed part of the Reynolds estate.[4] The source of the funds used for this purchase is somewhat obscure. McIntyre was a wealthy man in his own right. He had been a principal in a prominent drygoods firm in Montreal, McIntyre, French & Co., had sold out his direct interest and had become Managing Director of the Canada Central, from which he joined the CPR Syndicate. He made a significant financial contribution to the CPR and was one of the original shareholders both on his own account and through his firm. Ostensibly, the CPR's first big fund raising drive had been successful, but indications that the inflow of capital was coming to an end should have been apparent by the time the purchase was made in November, 1881. That being the case, if the Executive did agree to spend that sum on shares it is a mark of how serious they considered the Grand Trunk threat to be. The question arises: was this McIntyre's own money or the CPR's. Was it a speculative investment? Or was it a "shadow" or "arms-length" purchase on behalf of the CPR. From later reports that the CPR had succeeded in obtaining 4,660 shares of the preferred stock, 58.99 percent of the total issue, the author considers that, though direct evidence is lacking this transaction was undertaken by McIntyre as an agent. The risk posed by the GTR was a serious one; the CPR would be expected to counter it firmly and quickly.

The purchase did not give McIntyre control, but it did give him a significant block of voting power. Control was established through the taking of effect, on December 15, 1881 of the formal lease of the St.L&O by the CPR. A number of appointments followed. The replacement on January 6, of Walter Shanly by Archer Baker, then General Superintendent of its Eastern Division, gave the CPR a large measure of day-to-day control.[5] A new appointment - Accountant - in the person of R.A. Bennett, was made. This ensured financial control as well. A. G. Peden continued to act as the ostensible head of the road's operations but the real decisions were now taken elsewhere.

The stock- and bond-holders attempted to reverse the trend toward assimilation by the CPR. To counter this the CPR offered to purchase the unredeemed coupons on the bonds, effectively an attempt to convince them that closer association with the larger company was to their advantage. A committee, formed to look into the matter, advised the bondholders to decline the offer, and recommended that they seek a charter to give them either voting powers or power to sell the road. The *Prescott Telegraph* saw the whole affair as a plot to wreck the company and so force a sale. Indulging in a little wishful thinking, it was said that the plan would fail and the Grand Trunk would take the line over. Pending a solution to the problem, the bondholders asked for a Receiver to be appointed. He was William Cassils, who had been President of the Canada Central until the CPR takeover, presumably it was considered that he would be the most knowledgeable and, because of his earlier treatment, the least likely to be sympathetic to CPR interests. Reflecting this the *Telegraph* hoped that he would be able to break the Syndicate's grip.[6]

Parallel action was taken also by the shareholders. On February 4, 1884, their committee recommended either that the bondholders buy shares or seek parliamentry authority for voting power. They also recommended that the CPR be asked to lease the line. The four principal shareholders who signed the report were W. Abercrombie, W.M. Mitchell, C. Morrison, and C. Holt Powell,[7] the only names of shareholders so far found. The Act giving the bondholders voting rights was given Royal Assent on April 19, 1884.

The Grand Trunk could not now gain a foothold in any negotiations. Granted it had more important matters to consider. The threat of CPR expansion into Southern Ontario and so into potentially GTR territory in the United States, had led the GT Board to seek a merger with the Great Western, which was a GTR competitor in Western Ontario. This took place August 12, 1882, and was followed by mergers with other lines to fill out the network. As part of that programme, the GTR did make an offer to the St.L&O which was reported to have been one third of its cost price which the contemporary reports cited at about $1.9 million. An isolated press report[8] of a purchase of $291,197 worth of "paid up

shares" in April 1883, may perhaps identify the actual cash offer. It was too late; the road was already in the CPR empire. Prescott, however, continued to seek GTR involvement up to 1913.

It is still not possible to provide all the details of the deal which ended the St.L&O's corporate independence. In 1883 the CPR spent $69,000 on the road. It paid off the floating debt and the outstanding interest on the mortgage bonds held by the Ebbw Vale. That cost it $145,512.54. It paid off the minor ticket and mileage credits, $523.53. It accepted responsibility for payment for supplies, labour, bridge reconstruction, and freight traffic, $13,489.42. All this totalled $227,155.49. In addition, it agreed to make regular annual payments of $38,933.34 representing 4% in L200,000 worth of Company bonds, until maturity, June 4, 1910.[9] Presumably, if the CPR defaulted, the bond holders could regain possession of the line. Those payments were made. What happened to the shares has not been determined.

The deal would have had little trouble passing the Board. By 1883 almost all of the old members had gone. The Chairman and President was still William Quilter, the Secretary still Thomas A. Walton, both in London. But Duncan McIntyre was Managing Director, H.S. Northcote, another CPR stockholder, supported him. In 1884 they were joined by Charles D. Rose, son of John Rose (Morton, Rose & Co., Henry Carter and George Stephen.

The lease was signed on September 26, 1884, and the bonds of the St.L&O which were held by Morton, Rose & Co., were passed to the CPR in October. The lease came into effect on March 1, 1885 and was backdated to 1881.

These negotiations and financial arrangements were far removed, however, from the day-to-day operations of the road. As we have seen, the end of the Reynolds era saw a period of real and potential prosperity. The real prosperity came from traffic handled; the potential stemmed from the expectation that the opening of the QMO&O's bridge across the Ottawa would open a route to the iron of the Bristol mines, which had been a dream since 1854, and also to the sawmills whose traffic had eluded the line throughout its existence.

First, running rights {or the right to enter Quebec, aren't "running rights" the third item below} had to be obtained over the Quebec, Montreal & Ottawa's new bridge. This had to be done in three stages. The first required approval of the concept by Parliament. This was granted on May 15, 1879. Secondly, agreement had to be reached with the Canada Central to permit the St.L&O to cross that line at grade. Finally, an agreement had to be reached with the QMO&O itself.

In May 1881, the St.L&O petitioned the Railway Committee of the Privy

Council for a crossing of the CCR.[10] Appearing for the Company was its Counsel, A. J. Christie, supported by the Chief Engineer, T.G. Macklin. It wanted a simple diamond near the St.L&O engine house on the Chaudière Extension. The CCR was represented by its Managing Director Duncan McIntyre, and Archer Baker, its Superintendent, supported by E.A. Abbott. Appearing for the QMO&O, was its Chief Engineer, P.A. Peterson. However, the case was not quickly settled. The CCR wanted the St.L&O to go some distance to the west and cross at an angle. Macklin rejected this as being an unwarranted expense. Though he won his case, final approval to use the bridge was not granted until October 26, 1883, by which time all the parties - CCR, QMO&O, and the St.L&O were under CPR control.

Meanwhile, construction on the St.L&O centred about the replacement of the original iron rails with steel.[11] In 1879 this had cost the company $18,070; in 1880/81 $26,755. In the latter year, for the first time there was more steel down than iron; forty miles to nineteen. Not that there was much difference in weight. The new rail, though nominally sixty pounds to the yard, was actually just over 57¼ pounds. But it was steel, not iron, and it was new. What had suffered, because of budget restraints, was general maintenance. Reynolds had spent some $3,500 on bridges in 1876 and thereafter as little as he could get away with: $398 in 1878 (1877 is missing), $460 in 1879, $840 in 1880/81. This policy caught up with him; but before Shanly retired, at the end of 1881, the Press was reporting that he had spent $170,000 on the line.[12]

On February 13, 1882, the Chaudière Extension was declared to be unsafe, was closed, and repairs begun. Early in July, an inspection was ordered by the Secretary of the Railway Committee of the Privy Council. Thomas Rideout, who was perhaps an engineering consultant to that Committee, went over the road with Mr Peterson, the Company engineer. After describing the general route, his report[13] observed that the Rideau bridge on the Extension had lasted the general life of "unpainted and unprotected wooden bridges". Many of the chord members and floor beams were in a bad state of decay. The carpenters were then putting in "new oak prison (sic -prism?) blocks" and tightening the truss braces, etc., but "the time has passed for mere repairs". An entirely new structure was needed.

Rideout tested the timbers on the swing bridge by drilling into them with an auger; he found "considerable decay particularly in the centre member of the chords which were completely rotten". Some of the floor beams were soft, many of the oak timbers of the turntable were decayed and the cribs [abutments] were both in a bad condition and had settled, which required additional timbers to bring the approaches level. That bridge also had to be replaced.

There were two trestles on the line, one about a mile from the Junction,

the other, 280 feet of structure where Carleton University is today. Both were dangerous with timbers, "very much decayed". The Extension had its original iron rails, and was in need of ballast; additional strikes against it. Finally, there were several overhead bridges affording less than the seventeen foot minium height over the rails. The (General) Railway Act which set this standard was now being enforced and these bridges had to be raised.

This was a severe blow. The line was bringing in coal, but it desperately needed return tonnage. "Cabbages and potatoes for New York and Boston" were unlikely to provide much revenue. Yet, with its bridges and trestles out, there was no way that the line could get access even to its own Chaudière Yard and the mills beyond, let alone the north shore.

At this time there was some doubt as to what the CPR actually had in mind for the road. It is unlikely that any member of the CPR board had much time to spend on consideration of the St.L&O's problems. Priority had to be given to establishing the major east-west routes and in making the little money it had go as far as possible. With this came the need to improve existing facilities which were inadequate within the wider concept of the trans-continental services. In this regard Ottawa had a strong claim for a central position, entirely apart from the already-strong appeal that it offered because it was the National Capital.

In this regard, one question which came up during the summer of 1881 was the location of the main shops to serve the Eastern Division. Ottawa sent a delegation[14] headed by the Mayor, to visit Duncan McIntyre and George Stephen to bid for those shops. The resulting discussion became a general review of the future patterns of construction as seen through CP eyes. Ottawa's place was assured although it was pointed out that a line going westward through Hull to Pembroke would pose a threat.

The Ontario and Quebec, which was building via Smiths Falls and Perth, was to be an important link. The Atlantic and North-Western, which offered a second potential route into Montreal from the east was still being actively considered, but McIntyre made it clear that there would be no connection with the St.L&O. Much was made of the value of the Perth shops to the system, but it was clear that the CPR had more to think about than a mere divisional facility yard and, in the event the main shops were established in Montreal.

There were also internal political considerations. When the Canada Central was taken over, its headquarters was moved[15] from Brockville to Ottawa (in December 1881). They were located at the Union (Broad Street) Station. Obviously, some sort of compensation had to be arranged. It took the form of a reorganization of freight handling patterns. Initially it was reported that freight traffic would go via Prescott, while Brockville handled the passenger service. The closing of

the Chaudière Extension prevented that, and the greater part of both services was routed via Brockville.

Firstly, elevator service was also to be concentrated at Brockville. This decision cost Prescott the floating grain elevator which had been an important facility in the trans-shipment of grain from the boats to the St.L&O That transfer took place in April 1883.[16] Secondly, the CPR decided to concentrate the coal traffic for the Eastern Division at Brockville, putting it into the hands of George Hall of Ogdensburg. Shipments between Oswego and Brockville would call for a fleet of ten barges.[17] Outgoing traffic was also sent via Brockville and the press of the day commented on the merits of links to the U.S. via the Utica and Black River and the Rome, Watertown and Ogdensburg railroads.

A small sop was thrown to Prescott.[18] The CPR bought 35 locomotives from the Dübs & Co., plant at Govan, near Glasgow Scotland. These were sent to Canada in pieces and assembled at the Prescott shops in 1882-83. They ran their first miles over the former St.L&O into the CP facilities at Ottawa. Coincidentally, one of these is still running. It was originally (CPR) No. 22 and is now No.3, the motive power on the Vintage Locomotive Society's "Prairie Dog Central" tourist railway at Winnipeg.

The respite was brief. Carleton Place had been selected as the site of the new shops. Parker, a long-time paint-shop employee, was sent there. In October 1882, the rest of the paint crew was told to go to Ottawa (some had already been up repainting QMO&O to CPR colours and markings. By November 3, the machine-shop crew had been told that they too were going to Perth. On the 10th there were rumours that the blacksmiths were going to Montreal. Calvin's Dame's team had gone. Obviously, there was no financial compensation for the costs of the move, and many of the older staff simply refused to leave Prescott. Others, for example the enginemen Hiram and Lyman Loomis got jobs with the Canada Atlantic.[19]

There were many personal upheavals. One was particularly tragic. Alfred Hill, a long time employee who had started with the baggage office at Ottawa and had been promoted successively until he had been made agent at Prescott, came to his station in mid-October 1883, to find that a man from Montreal had come to take over his duties. No word of this had been sent down. Hill went to Montreal to find out why he had been so unceremoniously replaced. He never arrived at CP headquarters and, so far as can be determined, just disappeared.[20]

Prescott protested vigorously. The agreement under which it had been given responsibility for maintenance and construction of the line and its equipment was now void. It had lost the freight service to Brockville. Most of the locomotives and rolling stock had been taken over by the

CPR [a] "The road had been in good shape" when it was taken over and was now in poor condition. Service had been cut to two trains a day from four. Prescott now looked upon the GTR with nostalgia, and its municipal leaders thought that if there was no improvement, the line should be closed.[21]

With all this, the town of Prescott took quite the wrong approach to the CPR. Its Council increased the assessment on CPR property by a swingeing $5,000 to compensate, as the Mayor put it, "for loss of business". The CPR was chronically short of money and such treatment was ill-timed. The Toronto *Globe*, though it misconstrued the relationship between the Grand Trunk and the Canada Atlantic, did have the right idea. In commenting upon the conflict the paper contended that the CPR could "build the line up and use it to take lumber to the U.S. and to carry minerals." (it meant coal).

Even the mail services had been allowed to slip. By September 1883, the trains left at inconvenient times, arriving at such places as Osgoode after dark.[22] The local mail carriers would not take the bags out without protection. The local Post Offices were closed and even such agents whose stations had safes had no authority to put the mail in them. In consequence the mail was taken down to Prescott and brought back the next day. Customer complaints finally roused the Post Office to warn the line's superintendent, E.A. Woodcock, that its subsidy would end if improvements were not made. Changes in the timetable followed.

Though one cannot help sympathizing with Prescott's criticisms of the CPR, it is a little difficult to see what else the company could reasonably have done. Politically it owed Brockville a great deal and Prescott nothing. From an operational point of view, service to the south would not suffer. Customers at Sussex street would still be able to use the St.L&O line; those at the Chaudière could use the old CCR and the QMO&O lines. Financially the CPR at that time just did not have any money to rebuild the bridges and keep the extension open. In fact, the company (CPR) was just about broke. Until mid-1885, two and three months would go by without pay for the men. There was talk of a strike, which came to nothing because the men knew they would get nothing at all if they closed the road. If it continued to run there was always a chance some money would come through.

Even though at times it was merely a trickle, traffic did continue to move over the line, and people continued to use its passenger service. One story[23] will perhaps illustrate the flavour of the times. A bridal couple boarded the train at Kemptville. The train crew wishing to tease the newly-weds put the newsboy up to bringing along a box of baby rattles

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[a] The locomotives and cars were not actually taken over officially until April 1885.

which then sold for 15¢. The boy made the desired nuisance of himself, and the bridegroom made all sorts of excuses for not buying. Finally he said, See here mister I've only been married about 15 minutes. Give us a chance. We don't want to set up housekeeping right here in the car. Keep your tinware and I'll be along next year and if returns are to show for it satisfactorily, I'll buy the whole caboodle." The bride's reaction to her new husband's statement of intent was not recorded.

Service in December 1883, called for one mixed train and one express each way. The mixed left Ottawa at 7:00 am arriving at Prescott at 10:40. The express left Ottawa at 1:45 pm arriving at Prescott at 4:20. The northbound service was a little faster; the 7:00 am mixed arrived at 10:00; the 5:00 pm express at 7:30. The schedule was not all that different from the original runs in both departure times and running time. In July 1884, notices advised that the express train was to be taken off but, by November, the two scheduled runs were back. All served Sussex Street. However, on August 22, 1885 the papers[24] carried the announcement that service would again run from the Chaudière, starting on the 24th. With the Chaudière again open for traffic the line might once again pay its way. The losses that had been taken on the operating account from 1882 on, the first recorded by the line since 1865, now, perhaps could be recovered. Timetable structures are shown in Table XVI.

With the Chaudière Extension open once again, interchange with other parts of the CPR was possible. Strictly speaking, it had never ceased, as the CPR had continued to use the mile of track from the Canal to Broad street as a storage yard, particularly during the last months of 1882. In September the bridge over the Rivière des Milles Isles at Ste. Rose on the QMO&O burned.[25] This backed traffic up all over the Eastern Division. There was, of course, no suggestion that the cars be diverted to the Grand Trunk, but there was much delay and many angry customers until it was replaced.

"Foreign" locomotives began to appear.[26] Grand Trunk locomotives had run to the Chaudière for some years. Both light and at the head of trains. GT No. 174 was reported in 1879, Nos. 153 and 167 in 1880, for example, but these were visitors and handled as such. The first CP locomotive was No. 263 which came through on a special freight on August 28, 1885, with W. (Billy) Barbridge, engineman, and V. Vallier, fireman. It had been built at Kingston in June 1883. In the next year there were to be thirteen other CLC built CP engines, three Danforths, a Rogers, and three Hinkleys, all CP. Ex QMO&O locomotives included one Baldwin, no. 252 (ex-No.131; one Portland, no. 349 (ex-North Shore No.19) and three Manchesters Nos. 243, 244 and 248 (ex-nos. 16,8, 17). The Canada Central broad gauge conversions were represented by three Taunton locomotives Nos.226, 227, 228 (ex-26, 27, 28). The later CCR equipment consisted of two Danforths, Nos. 202, 207 (ex-2, 7), and a

Kingston, No. 181 (14). An indication of how far afield the CP had gone for motive power is seen by the inclusion on the list of six Kingston-built locomotives, Nos. 182, 183, and 184, formerly Credit Valley Railway Nos. 15, 16, 17; No. 15 was previously Grand Trunk No. 100; and No. 17 was formerly a pre-CP government-financed No. 2 from the Pembina Branch which had been built for the contractors, Uppen & Co. The lowest CP number seen was a Portland, No.1 built new for the company in August 1881, and despite her number, the 39th locomotive acquired. Strangely only two CP locomotives ever carried the No.1.

Thus the line survived into the 20th century. A little coal, a little produce, some grain, a few passengers. Traffic obtained through the access to the Chaudière mills, and lumber from across the Ottawa River produced some revenue. The use of the Grand Trunk station at Prescott obviously could not continue and the Prescott Wharf station became a busier place. There appears, however, to have been little significant change in the facilities offered in the Prescott yard itself. The big freight shed continued to dominate the scene. It was supported by a small amount of barge traffic from the basin behind it, but most freight came from the steamers which used the wharf itself. The ferry service provided the greatest part of the yard's business.

Local developers did make an effort to diversify. The loss of the grain elevator and transfer of activities to Brockville still rankled. The elevator had been a money-maker and the wharf facilities that remained after it had gone were inadequate to support local grain trade. During the years efforts were made to interest potential shippers and elevator companies and these culminated in an approach to the Provincial Government which resulted in a $6,000 grant and a formation of the Prescott Elevator Company in 1895. This firm built a 1,000,000 bushel-capacity structure at the end of the yard (at a cost of $370,000), and a tug and three barges.[27] It was not successful and, in July 1902 the facilities were sold in liquidation to the Wolvin syndicate, centred in Montreal. In the liquidation, the bondholders got about 75% of their investment back; the shareholders got nothing. Wolvin made no serious attempt to operate the elevator. In November, 1903,[28] a new firm the Prescott Terminal Co. Ltd., was incorporated with a capital of $100,000. What arrangement was made with Wolvin for the take-over of his equity is not known. All the new directors were from Montreal. The new firm took over the elevator on October 1, 1904 and reopened it in October 1905 under the name Montreal Transportation Company. Even with the Montreal connection, the grain trade did not prosper. It did handle some traffic; 27,000 bushels of wheat and 24,500 bushels of oats during 1911, for example, but particularly during the First World War, when other elevators around the lakes were reporting traffic, Prescott stood empty, or at best, to give it the benefit of the doubt did not report.[29]

A new elevator, with a 5½ million bushel capacity was built during the

late 1920s at Johnstown, just downstream from the historic windmill, scene of a battle in 1838, now a lighthouse. This new structure was much more modern than the old elevator, which was demolished. Connections were put in with both the CPR's Prescott Sub-division and the Canadian National's Kingston Sub-division, itself the successor to the Grand Trunk's "5th District of the Montreal and Brockville Subdivision". This facility is still in service. In 1978 it served 57 ships, seven of them foreign.[30] By 1980 service to the elevator - the Prescott way-freight line - saw the regular Smiths Falls - Ottawa train dividing at Bedell. Leaving the cars for Ottawa in a siding, the Prescott portion was taken down to Prescott Junction where the engine would run around the train, the CN interchange switched, and the train backed, led by the van, to the elevator. The crew would then return to Bedell, pick up the waiting cars and proceed to Ottawa.

Some indication of the mechanics of all this can be seen in the employees' timetable for the St. Lawrence Region - Rideau area.

> " When switching movements are to be made on National Harbours Board track to grain elevators, movement will stop clear of junction switch with CPR, and provided switch is not lined and locked for CPR crews, line switch for movement and lock with CN switch lock provided."
>
> " On completion of switching on grain elevator tracks, crews will remove lock, replace keeper, and leave CN lock in locked position."
>
> "When Junction switch is locked with CPR switch lock, it will indicate CPR crews are switching on elevator tracks."
>
> " Switch leading to freight shed track at west end of eastward siding to be left set for movement from siding for main track. When set in this position, yellow light and target will so indicate."
>
> "Switch leading to CPR interchange track at east end of westward siding to be left set for movement from siding to main track. When in this position, yellow light and target will so indicate."

Spring switches were located at the east end of the eastward siding and at the west end of the westward siding. "Leave Siding Signals" were sited at the east and west ends of the eastward and westward sidings respectively and "low colour light signals" protecting facing point movements were located at the spring switches. CPR Employee timetables in 1949 and 1978 made no particular mention of the elevator facility and relations with the Canadian National."[31]

About 1907 the CPR began an extensive modernization programme at Prescott. It was about time. The old shops and service buildings had stood, in many cases, for fifty years. All were frame construction and, judging from the 1905 Fire Inspector's report, most were being used for casual storage; many had poor roofs. The entire complex was insured for only $2,000, plus an additional $1,000 for their contents. On April 12, 1909 the inevitable happened. The roundhouse burned, damaging three of the five locomotives in the area (none of which was identified).[32] The sheds went as well. It was a good time to make changes.

The swampy area at the east end of the yard was filled, and the yard area itself enlarged with additional fill. The borrow pits from which this material came can be still be seen east of the Big Cut. The yard itself was redesigned to a double-ended format and a new track put down. The roundhouse was moved to the west end of the yard. A new station, with a "T" plan platform had already been built early in 1909.[33] A new water tank was built but, despite the coal that filled the yard, there was no coal bunker, only an air-operated bucket hoist, driven off the locomotive's air pump, and cursed by generations of firemen!

The ferry slip serving this yard had already been improved, following a decision announced by the CPR in July 1907. The new slip was 300 feet long, stood 14 feet above high water and had a 42-foot apron to take three tracks.[34] At the same time the New York Central had announced improvements to its barge slip below the windmill. At 135 feet, this was shorter but otherwise similar. The two slips could not be built side by side because of ice.

In October 1909, the George Hall Company of Prescott secured the contract to supply coal for the whole of the Eastern Division of the CPR[35] It is not clear how Brockville lost this trade but it was a welcome boost for Prescott. In fact, given the economic advantage of a long boat trip over a long train haul it should have happened sooner. It may have been linked to a greater use of coal from the Maritimes for which Prescott was the nearer of the two Ontario ports. The most obvious early result of the change was the installation of new derricks and an aerial tramway that distributed coal from the dockside to the coal piles in the yard.

Some idea of the potential returns from this trade can be gleaned from hearings before the Railway Board in 1911. At that time ferry charges came to 15¢ a ton. Each trip had a potential load of fourteen 40-ton cars. The CPR charged local coal dealers 20¢ a ton for switching within the yard limit, and an extra $2 per car for deliveries along the 1.97-mile spur that ran to the old Imperial Starch plant on Water Street. Car rental was 35¢ per day on U.S. cars from the first day.

By the 1930s, pressure on the harbour yard forced the development of a small yard north of the CN main line and east of the CP line to Ottawa. A small interchange yard for the grain elevator at Johnstown may have been built south of the CN about the same time.

During the summer of 1940, three coal boats, *Collier, Coal Harbour* and *Valley Camp* were bringing over 1,000 tons a day during the navigation seasons: between twenty and thirty men and four trains a day were needed to handle the traffic. By the early 1950s a third yard was required and this was built west of the Ottawa line. These remained in service until the late 1960s. Changes in fuel requirements not only on the railway but also in industry and private consumers, made the traffic less profitable. This trend coincided with developments on the New York side of the river. There, traffic had been shrinking on the New York Central. Pressures for the construction of a new highway bridge over the St. Lawrence offered the prospect of increased truck competition. The last straw was the destruction, by fire, of the lift equipment on the Ogdensburg ferry slip in September, 1970. The service was never resumed. At Prescott Wharf yard, the process of abandonment that had begun in the mid-1960s continued and accelerated. Now, all that remains as this is written are flat fields, a few rotting pilings, the concrete of the roundhouse floor and traces of the coal piles that crowded the area. The counterweights that marked the site of the ferry dock lasted until the summer of 1980. Now even they are gone. The two coal yards up the line near the Junction are slowly returning to nature, aided by a thriving growth of popular trees which enjoy the acid soil left where coal once was piled.

Memories, however, still remain. A former CP fireman, Duncan du Fresne, prepared the following after a visit to Prescott in April 1977. After describing how he reached the yard, he wrote:

> " I could not help but reflect upon a time when a 34- or 3500 2-8-0 scurried about the yard when the local coal train behind Mike 5107 left for Ottawa, when the CPR tug *Prescotont* with its large car ferry worked back and forth across the St. Lawrence River to Ogdensburg, New York, twice a day. The freight extras arriving from and leaving Ottawa in the afternoon, when the passenger local from Ottawa arrived, complete with mail express car, behind a trim light Pacific like the 2226 in the early evening - and when the *Coalfax*, *Collier*, or the *Valley Camp* stood at the wharf spewing out "black diamonds" onto hopper cars being marshalled by the spare 2-8-0."
>
> " The recollection uppermost in my mind was not my hours spent in the cabs of the Pacific or the Mike, or working the extras, or the occasional work train, but

being called off the fireman's spare list in Ottawa to deadhead out to Prescott to work a "coal boat". At the outset, I should point out that being called for a coal train in Prescott was hardly considered as being desirable or even civilized. As a young spare fireman, I took it in my turn, hated most of it, and now many years later look back on it with mixed emotions."

My introduction to Prescott and coal on my very first trip out of Ottawa was on a spring afternoon freight extra in 1952. The engine was a light Pacific 2221 (a G-1-s built by Montreal Locomotive Works in 1911) and the engineer was Oscar Synek. I wasn't exactly sure where we were going or how long it would take, but a couple of hours after leaving the Ottawa West yard I was looking at the St. Lawrence River out of 2221's cab. We had just passed an enormous stock of coal which stood on either side of the line, and I noticed a small rail-mounted two-axle steam driven clam shell unloading a cut of hoppers as we rumbled past. I asked Oscar what all the coal was for and he said something about the Canadian International Paper mill at Gatineau, Quebec, and 2221 and others like it (locomotive coal). He told me it all came by boat from the U.S.A. and that some day I would get "lucky" enough to come out here for a "few days" to unload it, like living in the company's little riverside resort (overlooking the turntable pit) called the bunkroom."

"It wasn't too long before I "got lucky". I deadheaded out on the local one warm summer evening by myself, wondering where and who my engineer was. I found the answer to that question when I reached the bunkhouse veranda and met Jim Kilby. Jim was a widower, a friendly sort who the Company had to keep after for he would collect, but not cash, his pay cheques. Jim had driven out from Ottawa in his car, a late 1940s Dodge or Plymouth painted a terrible robin's egg blue, suitably stained with the black carbon mist you get from locomotive stacks when you park too close around the shop."

I no longer remember what ship we unloaded, or whether or not it was more than one, but the routine was always much the same. We were awakened in the bunkroom by the engine watchman if the ship arrived during the night, got some food going on the bunkroom's coal stove, and headed out for 3549 (an M-4-h

Consolidation, CPR built, 1909) or one of its cousins, and ambled off through the yard to pick up our yard crew and first cut of ten empties on the nose of the engine. Then it was down to the wharf, spot the furthest car under the ship's conveyor and, on the yardman's signal, keep moving slowly ahead until each of the hoppers got its 80 tons of coal. When the tenth car was loaded, and the pop valves on the 2-8-0 were about to lift, a back up movement was commenced up the grade (over Highway 2), to drop the loads into the yard. The little 2-8-0 really got rapped for a few minutes during this performance, and the ladies of nearby New Wexford would have to make a run if they had a wash drying in the warm summer sun, before we liberally sprinkled it with cinders. Occasionally we would take loads all the way up to "the dump", and set them off there for unloading into the stockpile. Back in the yard another cut of empties would be lifted, taken down to the wharf and the work repeated."

"Not a terribly exciting job, you say, especially when one could be earning "big money" on a heavy 4-6-2, or 4-6-4, on main line passenger trains, and you'd be right. The terms under which one worked these jobs was something else again. CP provided the bunkroom. You fed yourself, at your own expense, during the period away from Ottawa, and you only got paid when you were actually working. If, for example, you got ordered, the boat got delayed for 2 or 3 hours because of weather, and you had to wait, you received not a sou. If, however, you were unloading a boat, and its mechanism broke down, and you had to sit on the hog for a few hours while repairs were made, you got paid, maybe even overtime rates 18 and three-quarters MPH instead of 12½: oh, how we used to love to see a cable snap, a chain break, or a conveyor quit."

The Canada Steamship Lines *Collier* was an interesting old vessel with a complicated overhead travelling trolley arrangement from which a clamshell bucket was hung over the holds. When she was unloading, the operator would run the trolley to one end of the hold or the other, drop the clam, lift the coal and, in the same movement, head the trolley for the mid-ships located conveyor to transport the coal over the side into the waiting hoppers. The man who handled this mechanism was a real artist. To watch the trolley speed back and forth the length of the ship's hold, the clam drop, close and rise, while the

trolley was already heading back towards the conveyor, was technological poetry. The whole mechanism was cable-operated, and because of their great lengths, they clattered and banged on the supporting steel structure. It was inevitable that something would eventually fail, hopefully while we were on overtime. The *Collier* got to be known as a money-maker to us because although she wasn't as large as the *Valley Camp*, she often took longer to unload"

The *Valley Camp* was designed with a number of separate holds, each with a hatch in the bottom under which ran a ship length conveyor. The coal was run forward on this to a vertical endless chain bucket hoist, which dumped on to a conveyor belt, and then over the side. Once she started to unload herself, it went pretty fast, provided nothing broke down but we always lived in hope that it would so that we could pick up some extra money."

"It can be said that none of us got rich unloading coal boats, but the living end was the day we were called back to the shop before a ship was emptied. The hogger and I couldn't figure out what was up, but he knew something was: I didn't. We rolled down to the shop track with the 2-8-0, climbed off, and went into the tiny "booking in " room. I was about to sign the book, when the foreman asked if I was booking "OK" for duty. My engineer exclaimed "Don't sign in." I didn't. His next statement was one which can only come from experience. He told the foreman to tell the dispatcher that we were both booking 12 hours rest. With that, we were both told to get back to work. It was all so simple. We had just been about to go on overtime when we pulled the pin on the wharf. If we had booked in and OK for duty, we would have been immediately re-ordered, but at straight time, and not overtime rates, as we would have begun a new day. As it turned out this little bit of foolishness cost not only the CP but the coal company, in terms of roughly an extra half hour to get the coal off the ship"

"Getting caught in Prescott on either the coal boat job or the passenger local on a Saturday night was not much fun either. On the local you might catch a bus to Ottawa on Saturday night and return at midnight Sunday, for the early Monday morning departure. If there was no coal to unload and you couldn't leave, there was precious

little to do. You might ride the passenger ferry over to Ogdensburg and walk around (the Johnstown (Prescott) - Ogdensburg bridge was still to be built). I often went down to the wharf and visited the watchman on the tug *Prescotont.* Being interested in ships as well as railways helped a little here. In the winter months she would be unlashed from the car ferry barge and go out alone to do the necessary ice-breaking before taking her first load over to Ogdensburg. The barge had a high bridge which straddled the three railway tracks and from which the tug's Master controlled the vessel remotely, a pretty clever arrangement, and space age modern compared to our 2-8-0s."

"One of the few pleasures of the job was that of eating a hearty meal on board the coal boat. While nothing official was written about the practice, the ship's personnel were most receptive to this. Either the fireman or engineer would go on board just as the empties reached the wharf. You could usually get your meal and be back on board the engine before the last car was loaded. If not, the one man crew might back up the grade himself by putting in a good fire before starting out, or a blast on the whistle would bring back the 'diner'. All the ships seemed to serve good meals, all you could eat, and good hot pies too. The messes and galleys were clean, especially when you consider the cargo being handled. The cooks were normally a husband and wife combination who, in my observations were the most important members of the crew. All meals to us engineman were complimentary, and very much appreciated.

As I grew older and more crafty, I strayed away from the coal boat job as much as I could by 'scheming' on the spare list, a practice I was known to be pretty good at. For those who were less fortunate than I and did not have to put on overalls and gloves in Prescott, manhandle a 2-8-0, unload coal from coal-burning ships, for consumption in coal-burning locomotives and coal-burning mills, I hope this short story will bring you closer to a time when coal was king".[36]

More glamorous than the coal but probably not as financially rewarding over the longer term, was the silk and tea trade that developed after 1886 as the CPR opened its links with the Far East. This was high priority, high speed traffic; each silk train could go over a million dollars in value.[37] The market was so sensitive and insurance premiums so high

that the companies handled it with the utmost dispatch. It was not, however, so special that a silk train ever side-tracked "the Duke of York's special in 1924". Frequently repeated to illustrate the high-priority nature of the traffic, the story is totally unsubstantiated mythology, with no basis in fact. Much of the silk traffic went into the United States over Prescott trackage, en route to warehouses in Weehawken, New York; thus Customs and other paper work had to be carried out to high standards of both accuracy and speed. This was a great strain on people like Ed. NcNally, of Prescott, a "rebiller". When a train came through he had to relist every item on a new manifest. All the original waybills had to be copied by hand before the shipment could be accepted at Ogdensburg.

These silk trains did not always get through without incident. In July 1907, six carloads of silk from Shanghai and Yokohama, bound for New York, were involved in a wreck in their trip across Canada.[38] One car went into a small river. It was recovered, the precious load trans-shipped to a second car, and sent on with the rest of the consignment. When the Customs Officer opened it at Ogdensburg, he found it had become rotten; the stench was so strong that he could not stay in the car. It was resealed and sent on to New York. The value of the six-car assignment was $900,000; the load within that one car was $200,000.

During the Second World War, the Prescott yards saw consignments of military hardware going both to and from the United States. In 1942, for example, 580 carloads of truck chassis, 20 carloads of tanks, 36 of gun mounts and 14 of anti-aircraft guns went to the U.S., while 127 cars of internal combustion engines, 60 of steel and 13 of smokeless powder came from the Ogdensburg wharves. This shortlived volume of traffic - it was back to normal by 1946 - was handled during increased loadings of coal, and extra tracks had to be put in the yard east of the main line.

The early buildings along the lines were also replaced. The Fire Inspector's report suggests the stations had been built to a common design; 60 feet long by 20 feet wide with station office and freight shed under one roof.[39] All were frame. Kemptville's was larger at 100 feet. By 1905 the plaster was falling off the walls and the building was "much worse for wear". Manotick also was different; a freight shed, a small frame station and a dwelling set out with "a very fine little flower plot and several shade trees".

Reconstruction apparently began about 1906. The station at Chaudière Junction may have been removed then; apparently there had not been an agent occupying it for some time. Nor would it appear, was Manotick rebuilt. All the others appear to have been replaced by the early 1920s. A little later, possibly in the mid-or late 1920s the small station at Kemptville was moved on a flat car to Manotick and the last Kemptville station erected.[40] A third station was also built in Prescott in the late

1930s.

It is not clear when the 60-lb rail of the 1880s was replaced with 70-lb, but by 1918 the line north of Bedell had been relaid with a narrow-based, somewhat unstable, 100-lb rail. Sidings both north and south of Bedell were laid with the earlier 60-lb rail. Between 1944 and 1966 more modern rail was laid throughout. This was 100-lb Algoma Steel, rolled between 1921 and 1957, much of it salvaged from mainline service.

Trying to trace the development of the yards and sidings has been rewarding.[41] Shanly had originally planned for 2¼ miles: increasing to 2 2/3 in 1853. The earliest record, 1866 shows a total siding length of perhaps 11,560 feet (2.18) miles. By 1875 this had risen to 6.6 miles (34,848 feet), and by 1893, 9 miles (47,520 feet). Individual footage recorded in 1893 has Spencerville with one siding of 1,160 feet, Oxford with one of 945, Kemptville Junction with one of 1,200 feet, Sabourin 1,255 feet, Osgoode 1,195 feet, Manotick 1,211 feet, Gloucester two at 1,900 feet, and Chaudière one at 1,205 feet giving a total of 10,071 feet or 1.9 miles. The rest though unrecorded was obviously in the yards at each end. By 1978 there was a siding capacity for 214 cars or roughly 10,00 feet. Business or industrial sidings could accept 69 cars. The rest was operational trackage, a slightly different concept from the earlier format, including capacity for 11 cars at a transfer wye at Bedell, and 25 in a run-around at Prescott. In short, the overall on line siding capacity did not change significantly over the century and a quarter, although there were a number of local changes.

Yard capacity at the Ottawa terminals has changed a great deal. Initially there was only one track at Sussex Street, but this was soon expanded to two then to four. About 1879, as the coal trade increased, a spur was built into a nearby coal yard and, later, another into the Rideau mills. By 1893 the Sussex yard had 4,196 feet of yard track and 396 feet of private sidings. Chaudière was built with two team tracks, one pair serving the freight depot, the other an unloading dock. By 1893 it had 396 feet of private sidings, one of 241 feet into the Experimental Farm and another of 348 feet into Perley and Patte's sawmill. The Union Station (Broad Street) yard had 8,291 feet, but this served three railways.

In 1881, when the Canada Central and the Quebec, Montreal, Ottawa & Occidental had linked, a Union Station had been built at Broad street. In January 1882, the passenger services of the St.L&O were added to it. That service was interrupted when the Chaudière Extension was closed in February 1882, but it resumed in August 1885. On April 26, 1900 a major fire began in Hull destroying two-thirds of that city. It swept across the Ottawa and burned through the westerly part of Ottawa all told covering an area 3 miles long and half a mile wide. The Union Station burned down and the fire also destroyed the freight sheds and

175 freight cars; a loss then estimated at $200,000. It was subsequently rebuilt "to the style of the Place Viger Station in Montreal".[42] Renamed Broad Street (it was no longer a "union" facility), it served Ottawa until the late 1920s and was torn down in the 1930s. In 1917, passengers wishing to transfer from the new Union Station downtown, to use the Prescott Branch service, were given street car tickets for their transportation, while their baggage was moved across by the CPR at no charge.

The Broad Street Station was obsolete almost as soon as it was built. The Grand Trunk's Central Station, which was built in 1911, gave access to the heart of the city. The CPR tried hard to gain access to the area, even promoting an "Ottawa Connecting (or Short) Line" to cut some eight miles off the route through Chaudière Junction (Elwood). This would have meant a line parallel to the former Canada Atlantic, including, among other things, a second level crossing over Bank Street, but the City Council resisted it. The CPR also proposed a tunnel under Nepean Point.[43] That, too, was rejected. After 1922, a curve was put in at Hurdman's to enable trains coming north from Prescott to turn on to the CPR's M.& O. Subdivision, and enter Central Station under the control of Hurdman Tower. As a result, Central Station was renamed "Union Station".

In 1964, with the relocation of the Ottawa railway terminal to its present Alta Vista location (the new facility is called Ottawa Station), and a major rationalization of routes within Ottawa, 5.5 miles of the old Sussex Street Subdivision were abandoned. The 1.2-mile stub that remained (Ellwood to Bank Street) was renamed Ellwood Spur. A slight readjustment took place in 1972 to eliminate a grade crossing and a wye was put in to serve local industries, which have sidings for twenty cars.

The Ellwood Subdivision, which has replaced the Chaudière Extension, still runs into what had been Ottawa West yard. This now comprises only a 72-car siding, a junction with the Carleton Spur (all that remains of the Canada Central in Ottawa and its connection with the Lachute Subdivision at Lemieux Island over the former QMO&O.'s Prince of Wales Bridge. A CNR line now connects Ellwood with Walkley Yard in South Ottawa. The southern end of the old Junction has now been renamed Preswood and marks the beginning of the Prescott Subdivision. A branch to Uplands Airport, built in 1942 to serve the wartime expansion of that field, leaves the line 1.2 miles to the south, is no longer used. Slightly south of this line the National Research Council's Railway laboratories are located.

Motive power on the line began with a mix of "American" 4-4-0s,[b] went on to 2-6-0 "Mogul" and 2-8-0 "Consolidation" types in the late 1890s. Increased traffic demanded heavier engines but track restrictions precluded some of the really heavy motive power from working. CPR's own type D-10 (4-6-0, "Ten-wheeler"), its G-3 and latterly G-5 (4-6-2, "Pacific" types) and a mix of 2-8-0s, carried the service through most of the steam period. Towards the end of steam a number of larger locomotives appeared. On one occasion, then CP fireman, Duncan du Fresne rode the left side of a P-1 "Mikado" (2-8-2). They were required to back into the siding at Spencerville to let an oncoming train pass. As the locomotive approached the freight platform that stood on the east side of that siding there was a sound of splintering wood. The greater overhang of the large steel cab had caught the decking. Eventually they stopped. The station agent came out and shouted up at the engineman "A P-1 won't go into that siding, there isn't room." The engineman looked over his armrest at the agent on the grass below, "There is now." he said. Dunc's recollection is that the P-1 was scarcely marked, but that the CP did not bother to rebuild the platform.[44]

It is believed that one diesel switcher in Prescott Yard, No. 6621, class DS-6m, a 660 hp. S-11 built by the Montreal Locomotive Works, was the only locomotive actually assigned to the Prescott Sub-division. The others were a mix of General Motors Electromotive Division GP-9s and whatever else was available to take a train in.

For maintenance purposes the line was divided into nine sections, running from north to south, each about 6½ miles long. Initially, Section No.1 extended from Sussex to Ellwood. Later the Sussex Section became No. 9 and the Chaudière Section became No.1. Subsequently, both were combined as No.1. No. 2 extended from Chaudière Junction wye to just below Gloucester; No. 3 was Manotick, No. 4 Osgoode, No. 5 Kemptville to about a mile south of Oxford; No. 6 and No. 7 divided the distance into Spencerville, No. 8 to about half way to Prescott and No. 9 as far as the wharf. By the early 1960s these sections were in charge respectively of Section Foremen Bob Cromie, Jack McLarity, and then Biram Cram, George Holgate, Silas Sundstrom, Jack Carmichael, Bill Thompson, Percy Barclay and then Alex. Montgomery, John Holden and Jim Drummond.[45]

By early in 1961, the Section assignments were combined. No. 1 was

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[b] Under the Whyte System of classification steam locomotives were classified by their wheel arrangement. A 4-4-0 had four leading wheels (on two axles) in an unpowered truck, four coupled driving wheels (on two axles) and no wheels behind the drivers; a 2-6-2 had two leading wheels (on a single axle), six coupled drivers (on three axles) and two trailing wheels (on a single axle). Some, but not all, wheel arrangements had names, the 4-4-0 was known as an "American" and the 2-6-2 was called a "Prairie". Other names appear above in quotes.

still Ottawa to the Junction, No. 2 went to Mile 18. Kemptville took over Osgoode, Spencerville combined Nos.7 and 8 and Prescott's boundary was moved north. Since then the Section crew system has been abandoned in favour of mobile crews.

Jack Carmichael (Kemptville) recalls that his crew's largest single job was maintaining the diamond at Bedell. This wore rapidly with the pounding it took from the coal drags and they frequently had to weld patches into it. They also had a great deal of trouble with ground-hogs which were to be found in profusion along the right-of-way. They were a "perfect pest" as their burrowing allowed rain to collect, which, in turn weakened the formation and enhanced the risk of wash-outs. Some foremen used to keep a .22 rifle on the section car and snipe at them when opportunity permitted. Jack would not admit to having done so. The foreman had to buy his own ammunition as well.

According to Jack, Jack McLarity (Section No. 2) was skilled with bees, having respect, but no fear, of them. One day he and his crew found a bees-nest in a pile of old ties along the line. One of the crew, Robert Workman, something of a practical joker, said to Jack, "You're always telling us how good you are with bees, how's about getting some of the honey out of that?" "Sure", said Jack, and forthwith got down on his hands and knees to approach the hive, on the theory, apparently, that excited bees rise when disturbed. Just as he was about to reach for the comb, Workman stuck a pin into the tight seat of his workpants and made a buzzing sound. The rest of the afternoon was crowded with incident. And they never did get that honey.

Running through the history of the line has been evidence of a close identification and loyalty of the people who worked on the line to it and to their co-workers. An example of this appeared in the summer of 1883, during a period of real uncertainty over what was going to happen to the line and those who worked for it. James Mulvihill, an ex-St.L&O man was killed on the CPR near Mattawa. His body was brought down to Sussex Street station, and a special train, under Conductor O'Leary, took him home to Prescott. It was a large funeral, with most of the rail community there. Ten days later a fund of $800 had been raised for his widowed mother. Most of this would have come from the men themselves at a time when wages were late, and money short.

Mrs Mary Sauvé of Ottawa said that her father, "Brennan", had gone to work for the CPR. In the early 1900s, when he was about 23, he lost his sight through some unexplained medical malfunction. By then he had a wife and small children, among them Mary. He had been a good worker, and the Company kept him on, giving him simple odd jobs to do. Eventually he was appointed Yardmaster at Sussex Street yard. Duties were relatively straightforward. Traffic, though steady was not excessive, and he could control movements in and out of the local

commercial sidings despite his disability. He knew the Yard intimately and moved about it safely, by day as well as by night, as well as a man with all his faculties.

The family lived near Deep Cut, beside the right-of-way. Some of their fuel came from discarded ties which at that time were untreated, later ties were impregnated with creosote to prevent rot. These would be brought back by the Section crews, and dumped near their home, hauled in and cut into stove lengths by Brennan, his wife and as she grew, Mary. In early winter, when the wood had frozen, Brennan would split the lengths.[46]

Many cars came into a local fruit and vegetable wholesaler. After they had been unloaded there were loose items, sometimes wedged into the inner sheathing of the cars. The yard crews divided these among themselves, always making sure Brennan got his share, a welcome addition when wages were $25 a week, as they were about the end of the first World war.

Mary married, left home and lived nearby. On one occasion her two-year-old son decided he "wanted to go and visit Grandpa", who had by then retired. Walking down the track toward the yard, the usual route for such visits, he was spotted by the engineer of the afternoon train which, fortunately was moving slowly. Scooped up by the brakeman and asked where he was going, he told of his intention to "visit Granpa". Whereupon the crew immediately concluded that "Granpa" was Brennan. When he was returned to his anxious mother, the crew put in a good word to try and save him from the spanking most parents would have been only too ready to apply. Mary had no intention of doing so, but remembers warmly both her relief at finding her son and the friendly concern from the members from that crew who had retrieved him.

1. Lamb, *op. cit.*, pp. 73,77.

2. *Ottawa Citizen*, 2 January 1871.

3. *Ottawa Free Press*, 30 June 1880; *Ottawa Citizen*, 21 July 1880.

4. *Ottawa Citizen*, 3 November 1881; *Prescott Messenger*, 11 November 1881.

5. *Prescott Messenger*, 6 January 1882; *Ottawa Citizen*, 11 January 1882.

6. *Prescott Telegraph*, 12 January, 2 February, 25 May 1883; *Ottawa Free Press*, 30 January 1883.

7. *Ottawa Free Press*, 25 April 1884.

8. *Prescott Telegraph*, 20 April 1883.

9. NAC File 3508 10 RG 12 Ser A1 1911: Letter, Secy., CPR to Dept. Rys. & Canals, 29 June 1885.

10. *Ottawa Citizen*, 18 May 1881.

11. Poors, *op. cit.*, years shown; *Ottawa Citizen*, 9 July 1881.

12. *Ottawa Free Press*, 15 November 1881.

13. Thomas Rideout to Secy., P.C. Cttee., 17 July 1882.

14. *Ottawa Citizen*, 10 November 1881.

15. *Prescott Messenger*, 2 December 1881, 6 January 1882; *Ottawa Citizen*, 8 November 1881; 11, 25 January 1882.

16. *Prescott Telegraph*, 27 April 1883.

17. *Ottawa Free Press*, 23 April 1884.

18. *Ibid.*, 24 June 1882.

19. *Ibid.*, 11, 16 June 1882; *Prescott Telegraph*, 25 August, 24 October, 3, 10 November 1882.

20. *Ottawa Citizen*, 29 August 1871; *Ottawa Free Press*, 19 October 1883.

21. *Prescott Telegraph*, 27 October 1881; 9 February 1883; *Ottawa Free Press*, 28 October 1882.

22. *Ottawa Free Press*, 4 September 1883.

23. *Prescott Telegraph*, 20 October 1882.

24. *Ottawa Free Press*, 22 August 1883.

25. *Ibid.*, 5 October 1882.

26. *Operator's Record Book, Prescott Junction*, Manion Collection. Lavallée, *op.cit.*, p.25.

27. *Prescott Journal*, 30 March 1983, *Canadian Railway and Marine World*, Toronto, 7 July 1902.

28. *Railway and Marine World*, 9 November 1903.

29. *Ibid.*, 11 January, 16 March, 4 November 1904.

30. National Harbours Board Public Relations, Mr R. Lamoureaux to Author, 9 October 1979; BRS *Branchline*, May 1980.

31. *Branchline*, May 1980. Employees Timetable: CN 14, October 29, 1967, p.10; CPR No. 29, Eastern Region, Quebec District, No. 42, April 30, 1978, p.16.

32. *Railway & Marine World*, may 1909, p.335.

33. *Brockville Recorder*, 13 November 1907, cites a CPR land purchase south of King Street, east of East Street in Prescott; land already leased.

34. *Ibid.*, 23 July 1907.

35. *Ibid.*, 14 October 1909; *Prescott Journal*, 27 August 1980 citing a 1940 report.

36. Mr Duncan duFresne, *Branchline*, Bytown Railway Society, Ottawa, August 1977.

37. *Railway & Marine World*, 12 March 1914. $1,932,000. "Silk Train 'Myth'" Lavallée to Author, 21 February 1986.

38. *Brockville Recorder*, 5 July 1907.

39. CPR *Insurance Report*, 1906.

40. Jack Carmichael to Author, August 1979.

41. Poors, *op.cit.* CP ARchives; Shanly, W., *Report*, 26 July 1851, July 1853.

42. *Railway and Marine World*, April 1900, 7 October 1902.

43. *Ibid.*, April 1907.

44. duFresne, D. to Author, nd.

45. Jack Carmichael to Author, August 1979.

46. Sauvé, Mary Brennan to Author, August 1979.

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Historical Plaque - The Bytown an and Prescott Railway, Prescott
Photo: The Author

Chapter 11

The Line - A Retrospect

The Bytown and Prescott was the first railway to enter the potentially prosperous Ottawa Valley. It held the rail monopoly for only four years, but its competitor, the Brockville and Ottawa, was in even worse financial straits and could offer little real competition. A serious challenge did not appear for nearly twenty years after it was built. Why then was the company not more successful? Many reasons have been advanced ranging from its distance from Ogdensburg, through its selection of the wrong northern terminus, the wrong gauge, to undercapitalization. Each has some degree of validity; none seems to get to the basic cause.

The line was built to serve the timber trade, bringing in supplies and hauling out the sawn lumber for onward shipment to the east coast of the United States. While the potential traffic sources, both ways, were not as numerous, or as lucrative, as the promoters suggested, nevertheless they did present possible sources for revenue. However, the company seemed not to want - or to be able - to exploit those sources. Most of them were across the Ottawa River. Why did the line not build a bridge and get to them? Some of the timber was some miles up the Ottawa River. Why did the line not build that way? The extra miles would have qualified it for a government grant, hence easing the supply of capital, thus providing two benefits. Was this not considered? Granted, it would also have had to build in broad gauge to get that grant. Broad gauge would have enabled it to link with the GTR, opening Montreal and Toronto to it and ensuring access to Canadian trade with the U.S.A. Here we must speculate. The man who did most to promote the idea of a road was Thomas McKay, pioneer construction contractor working through his son-in-law John McKinnon. McKay wanted an alternative shipping service which would break the barge monopoly on the Ottawa. Apparently he was unable to convince most of the other members of the Lumberman's Association that a railway was a viable alternative to those barges. The only exceptions were Joseph Aumond and John Egan who had interests in Quebec and Nicholas Sparks who was probably as much interested in developing his property in Bytown as he was in the potential lumber business. One gets the impression that, though the promoters were far-sighted enough to see the merits of a railway, they were not imaginative enough to look beyond their own concerns to a possible long term benefit.

Why did the north shore timber industrialists not support McKay? Those

who shipped squared timber and logs had no need to. At that time it was quicker to, easier, and cheaper to raft timber to Quebec to which there was then no rail service anyway. Timber could be put into the water at the Upper Ottawa timber limits that many of them controlled and go all the way to Quebec merely for the cost of the passage through the chutes and the crews wages. At Quebec it could by comparison be loaded directly into the ships at minimal cost. Why put money into something which could only pay in the long term if at all?

Money for timber was an almost instant return on investment. Those of them who produced sawn timber may have opposed on other grounds. Did they have too much of an investment in the barges and tugs? Were they concerned lest McKay and McKinnon take over control of the new export route and use it against them? Did they consider that the whole idea was just too uneconomic and content to continue in old, proven ways, remained unconvinced of the benefits of supporting an untried, and potentially disruptive, system? Or was this, perhaps, an early example of the divisions that have long plagued Ottawa, working against a sense of Community in many civic projects. Perhaps they all played their destructive parts. However, the threat of competition of the new railroad did produce reductions in the barge rates, which is what McKay set out to do.

If the other mill-owners feared that McKay would control the outlet, McKay did little to counter their concern. His insistence that the terminal be located near his Rideau Falls properties made his motives even more suspect. In a way it is hard to fault his reasoning. He was supporting the line; his competition was not. His mills and other interests in Lot "O" were in production and, if the transportation price was right, could compete outside the Valley. Possibly he hoped that his example would induce others to follow him. Certainly Walter Shanly had made plans that would have enabled them to do so.

Opposition at the time suggested that the line should have gone to the Canal Basin. Later events proved that there was indeed freight traffic as well as passenger and mail revenue in that district. The central station, now a conference centre, is a memorial to that late decision. But, at the time, the Canal offered nothing. Most of its traffic was incoming, barging lumber up the Ottawa up that first long flight of locks and then transhipping it to the cars, would have added significantly to the cost. It closed in the winter time, one of the great drawbacks of water transportation throughout Canada. And besides, because of the Deep Cut, there was not then sufficient room for a yard. Later developments took place at considerable cost and major change to the Canal structure and its facilities.

The line should indeed have gone to the Chaudière. If it had, it would have pre-empted that area and forced the Canada Central to negotiate

with it. It could have done the same thing with the Quebec, Montreal, Ottawa, & Occidental. Granted those two lines were closely associated and would no doubt have sought alternative routings, but the St.L&O would have been a force to be reckoned with, instead of a late and unwelcome, suppliant for favour.

The Chaudière site was an obvious location for major industrial development. Mills built there subsequently were both productive and profitable, contributing significantly to the economic development and prosperity of the region. However, though the benefits of the Chaudière location were obvious even then, there were no mills there when the line was planned, though some had been built and were operating when the line reached Bytown. Once built they should have been served. A short branch line across what was then open country, would have been simple, and relatively cheap to construct, with minimal disruption to existing settlement. Did anyone suggest it? Probably we will never know. There might have been some opposition from the McKay interests, but a deal could no doubt have been worked out, with the other mill owners providing the capital necessary. Certainly, the extra traffic would have been welcome.

But the depression of 1856-1858, and the financial constraints already bearing upon the new road, meant that it could not take the initiative with any expectation of success. Those same difficulties made it impossible to build the bridge it needed across the Ottawa. And this, in turn, denied it any hope of tapping the existing timber trade, any hope of developing the iron mines of Bristol on the Quebec side of the Ottawa River, whose potential had been accurate assessed as early as 1854,[1] and, on a wider scene, of becoming part of the rail link which followed the traditional fur route up the Ottawa.

The line needed the industrialists. It also needed the Bytown merchants, and these were not quick to support the road. Even well into its second decade they were still bringing their merchandise into Ottawa by boat. In those early days rates were roughly competitive, so that some of their reluctance to change may have been to habit and inertia. During most of the middle part of its history competition from shipping operators such as M.K. Dickinson, kept the tariffs too low for an adequate return for either party. But the very fact that the railroad could offer year-round service, while the boats had to cease operations for six months of the year, made the shift from water to rail inevitable. Rail offered so much flexibility, removing the necessity for warehousing large stocks of merchandise, which must have caused cash-flow and interest payment problems. The 19th Century rail revolution affected the boar haulage business in the same way as the road and air modes of the 20th Century have affected the railways, and for the same reasons. They offer speed and flexibility.

The line's financial tribulations were common to most railroads in most countries during periods of railway booms. Under-capitalization was to destroy many promising companies, and to make wealthy a number of promoters who were able to rig and parlay property, charter and potential into attractive but often ephemeral empires. There was not enough money available from local sources to build the Bytown and Prescott. Outside capital was essential. Yet, as Robert Bell himself said, "the line was too big to be a local matter, though it was looked on as such. It was neither one thing nor another".[2] It had only two other options open to it. One was to meet government requirements and builder a longer and broad gauge line. But this the management of the day could not see its way clear to do. Had the initiative come from Bytown instead of Prescott, perhaps its promoters would have looked more carefully at a link with Montreal. Here also it would have been bucking vested interest, although one proposed route for the Montreal, Kingston Railroad Co. was via Bytown. Perhaps had Bytown shown interest the Grand Trunk might have chosen that route.[3] At that time Kingston was the more important place. Perhaps a more adroit team of promoters could have found a way around the regulations, or even have prevailed upon the Provincial government to subsidize a bridge across the Ottawa.

Could a merger with the Grand Trunk have bettered the situation? The difference in gauges would have limited trans-shipments to the United States, and made Ottawa timber a little less competitive in the U.S. markets. But the Ogdensburg - Rouses Point route line to Boston was slow, unreliable and expensive, negating Ottawa's advantage anyway.[4] Such a link might have benefited Prescott over Brockville. Had the Northern Railroad of New York built a bridge across the St Lawrence at Ogdensburg, easier access to Canadian traffic would have been gained.. However that line did not have the resources to do so. The building of the Grand Trunk made such construction even more unlikely. With the advantage of location, proximity to Ogdensburg and Montreal and ample space for yards and shops, Prescott could have been a major railway and shipping centre. Laying a third rail would have eased the interchange problem, but the GTR would not have been content to let the line operate on its own: its Board would have insisted upon control. This was not acceptable to the B&P. Bedeviling relations as far as the public was concerned, was the legacy of the somewhat inept attempts by the GTR to take over the line, a factor which was to continue almost throughout the B&P's life. It was a product, perhaps, of failures in perception on the part of GTR Board members who, located in England, knew little about Canadian problems and attitudes. That failure was not confined to this particular relationship. These differences did not carry down to the working level, where relations between the two companies were good. It would have taken very little adjustment for the two roads to have operated as one and perhaps this would have been the best for all concerned.

Operating on its own the B&P had to carry the burden of its own financing. Risk capital is always expensive, although the high interest rates of the time look cheap by 1980s levels. It had to be risk capital; it was a new venture in a field that was still imperfectly understood. It was in competition with known, proven services. Its own risks, problems, and benefits, were still unknown. Money markets had to be sceptical and the rates were set accordingly. The B&P administration did not have the experience and knowledge to protect the company in the more sophisticated markets of their time.

Once built it needed to generate sufficient revenue to support not only its operating expenses but also its debt load, much of which had been incurred on the expectation of larger more speedy returns than actually materialized. Many forecasts were unrealistic but periods of economic recession early in the line's life, cheap competition, and failure to convince local shippers of the advantages rail offered, did keep the revenues below the level needed to provide even occasional payments to keep the creditors appeased. Most of the latter unfortunately, were local men, whose good-will was essential. Better management might have helped; Bell had far too many irons in the fire to spare the time that his line deserved. Nonetheless, however, skilful its manager, the line's mortgages were all based on the same assets. When the holder of the first mortgage lost patience, collapse was inevitable. This threat was always there. Many flourishing companies found themselves victims of the financial manipulations of finance houses over which they had no control.

The road was financially unsuccessful, although the information summarized in Tables to this text suggests it was not as poverty stricken as some reports would have one believe. It survived the effects of its earlier setbacks, admittedly at the cost of re-capitalization. It survived the effects of the loss in revenues caused by the closure of the Chaudière Extension between 1882 and 1885, coupled with the loss of some of its motive power, which cost the line dearly. That it was also an unwelcome situation for the CPR may be deduced by the speed with which that company rebuilt the Chaudière Extension and reopened the line as soon as there was money to spare. And it survived until changing technology deprived it of the major commodity on which its traffic was based. Despite its lack of on-line traffic sources, the road seems to have enjoyed a measure of prosperity, which is unusual in a short line, during the period in which it did operate.

Some of the "facts" which have been generally accepted concerning the line and its history can now be put into perspective; others still remain unconfirmed. The actual day the B&P first reached the Sussex Street terminal site and the locomotive which pulled the first train still remain a mystery, although we now know when scheduled services began. We can be sure that the first train did not arrive on wooden rails. We do

know that it was not financed by American capital. We do not yet know how valid are reports that it was the existence of the line that it was a deciding factor in Queen Victoria's selection of Ottawa as the Canadian capital. No evidence was found during the research which has resulted in this book that would support either side of that question. Doubtless there were many factors. We now know that it was not closed for two years, although it was closed twice in one two year period and partially closed during another. We have shown that it was in financial difficulties for much of its life, although it was by no means broke throughout its existence. It was not unique among North American railroads in this regard. We have found that it was not a hopeless wreck, when taken over by the CPR. We can speculate as to its possible role had it been able to build northward or, if its owners had been able to bridge the St. Lawrence. Considering the history of the New York Central's branch to Ottawa, perhaps that latter failure was a blessing in disguise.

One of its greatest assets was the spirit of its employees. These "St. Lawrence" people lived in warm, close-knit little communities in the towns along the line. Many lived in New Wexford, just east of the Prescott yard. In Ottawa, many lived in Lower Town near the Sussex yard. When the Chaudière depot was built, many transferred to Rochesterville, a move of perhaps five miles. There are a number of reports of hardship and of unhappiness as roots were torn up, new and allegedly inferior accommodation acquired, and life begun in a new but different neighbourhood. Our much more mobile society may perhaps have difficulty in realizing the trauma that such a move produced. Yet even we can understand, and perhaps sympathize with, the unhappiness and disorientation that followed the closure of the Prescott facility and the dispersion of the work force to such places as remote from Prescott as Perth, Carleton Place, Ottawa, and Montreal. These moves saw many leave the Company, living examples of the mobility of skilled labour considered by labour sociologists and economists to be so desirable. Some did stay, others joined them and the feeling of community among the employees of the Prescott Branch had its own strength. And this community was indeed a family, regardless of trade classification. The memories of a child of that community, about the turn of the century, are illustrative. Miss Mabel Powell, a retired School teacher, in her 80s, recalled some of the names of the family. Her father, Henry Powell, had been a conductor until his death in 1908 and the names she mentioned were H. B. Spencer, district superintendent, Mr Ellis an engineman, William McIntyre, mail clerk and Norton Miller who carried the mail from the evening train to the Prescott Post Office".[5] She was not alone. Families such as the Manions of Prescott still honour ancestors who made the line function. Perhaps the continued existence of that feeling of community is the truest measure of success or failure of any business enterprise, even in our modern, high pressure world. If so, and despite the reputation of the line, the St. Lawrence was no failure.

1. *Bytown Citizen*, 6 August 1854, "60 feet wide, three million tons of ore." *Ottawa Citizen*, 2 October 1871, "70 tons per day".

2. *Ottawa Citizen*, 23 August October 1862.

3. Currie *op.cit.* p.24.

4. Shaw, Robert, & Stephen Walsh, "The Ogdensburgh Connection, A Failed Dream in Northern New York." *Railroad History*, No.145, Autumn 1981, p.11-45.

5. Miss Mabel Powell to Author, December 1979. Appeared in *Branchline* Vol. 18, No. 2, February 1980.

Chronology

While intended principally to summarize the major events in the history of the Bytown & Prescott and its successors, significant events in the wider transportation world are included to put the company's activities into context and are italicised.

1832	25 February	*Champlain and St. Lawrence Rail-road incorporated.*
1835	27 June	*Boston & Lowell open (it was to link the Nashua and Lowell, autumn 1838; the Concord, 1842; Northern Railroad of New Hampshire, 1847; the Vermont Central Railroad, February 13, 1849, {White River Junction to Burlington} and the Vermont & Canada (chartered 1845, leased to the Vermont Central, 1849, to Rouses Point. and the Northern Rail Road of New York, to be a destination for Canadian exports).*
1836	21 July	*Champlain & St. Lawrence open (summer only); steamer service to the south via Lake Champlain.*
1845	17 March	*St. Lawrence & Atlantic incorporated; to link with Atlantic & St. Lawrence from Portland.*
	14 May	*Northern Rail Road of New York incorporated.*
	9 June	*Montreal & Lachine Rail-road incorporated.* *Montreal & Kingston Railroad incorporated.*
1847		*Lake St. Louis and Province Rail-way incorporated.* *Montreal & Province Line Junction Railway. incorporated to link St. John's and Rouses Point.*
	19 November	*Montreal & Lachine open (summer only).*
1848	19 June	Bytown & Prescott: first organizational meeting, Prescott.
	1 July	B&P first organizational meeting, Bytown. *St. Lawrence canal system improvements completed.*
1849	18 February	B&P asks Parliament for a charter. *British Government repeals last import tariffs; nearly 1,000 Montreal merchants and citizens protest abolition of Imperial preference impact on Canada's exports. Union with U.S.A advocated.* *Guarantee Act (12 Victoria, c.29). Guaranted one half the interest up to 6% of any railway over 75 miles long, provided half the mileage had been completed. Later limited (1851) to railways composing the east-west Main Trunk Line.*

1850	10 May	B&P Act of incorporation approved.
	27 September	Fund raising begins.
	5 October	First pledges called in.
	12 October	Share prospectus issued.
	15, 19 October	Municipal Councils approve share purchases Bytown £15,000; Prescott £7,500.
	10 August	*Montreal & Lachine has charter amended to acquire Lake St. Louis & Province; to change the two names to Montreal & New York, and to build a new railway the St. Lawrence & Ottawa Junction Railway. Its route was projected as Lachine, either up the north shore of the Ottawa to Grenville, or to Hawkesbury, thence to Prescott.*
	13 August	*Champlain & St Lawrence contracts to build to Rouses Point to St. Lambert.*
	1 October	*Northern Rail Road of New York open to Ogdensburg from Rouses Point.*
1851	21 January	B&P first General Meeting; Shanly appointed Engineer.
	11 February	Surveys start.
	4 April	*Construction begins; Plattsburg & Montreal (charter granted 1850), St Louis & Province line and Montreal & Lachine.*
	17 April	Shanly presents Preliminary report, approved 24 May.
	14 June	Protests in Bytown over proposed terminal site.
	19 July	Tenders called for clearance contracts.
	26 July	Location Report to Directors, supports terminus.
	16 August	*Champlain & St. Lawrence complete to Rouses Point (to St. Lambert, January 1852).*
	30 August	Act. 14, 15 Victoria, Cap 147 details management voting rights.
	2 September	Clearing begins.
	1 October	Grading contracts let.

	9 October	Official sod-turning, Bytown.
	20 October	Big Cut contract started, Prescott. Bytown Council approved By-Law for funding to support B&P.
	1 December	*Floating bridge open over Lake Champlain near Rouses Point (Northern Railroad of New York).*
1852	10 January	B&P calls for tie contracts.
	10 August	Tenders called for grading McTaggart Street yard, Bytown.
	23 October	Tenders called for Rideau River bridge masonry.
	10 November	Formal transfer of property to B&P for Bytown station.
	10 November	*Grand Trunk of Canada incorporated; 5' 6" gauge. Montreal to Kingston.*
	11 November	*Kingston and Toronto incorporations to be repealed; GTR to reimburse owners' expenses.*
		Municipal Loan Fund Act: improvements i.e. railways.
1853	March	McKinnon, President of B&P contracts with Ebbw Vale Iron Co. for iron rails.
	July	Bell buys locomotives and rolling stock in Boston.
	11 August	President reports purchases. GTR takeover proposal.
	September	First iron arrives in Quebec.
	23 November	Shanly resigns.
		Incorporated: Brockville & Ottawa, Bytown & Pembroke, Montreal & Bytown, North Shore (Montreal to Quebec), and Perth and Kemptville.
		GTR completes initial merger with minor companies; construction begins.
1854	21 January	*Construction begins of Grand Trunk Telegraph line along B&P right-of-way. Line authorized in April 1853.*

	1 May	First track laid, Prescott Yard.
	19 May	Locomotive No. 1, "*Oxford*", delivered (see Table V page oo for subsequent deliveries.
	20 May	Mainline tracklaying begins at Prescott.
	21 June	Track reaches Spencerville.
	mid-July	Track reaches Oxford. St. Lawrence & Atlantic\Atlantic & St. Lawrence - Portland to Montreal opens.
	19 August	Track reaches Kemptville.
	16 September	Montreal, Ottawa & Prescott Telegraph Co. line in service. Train orders.
	25 October	First major advertised excursion.
		Montreal & Bytown opens Carillon to Grenville.
	3 November	Track reaches Billings Sawmill, Gloucester.
	14 November	Service advertised from Montreal Road, Bytown.
	2 December	Mail contract signed.
	25 December	Work train into Bytown.
	29 December	First advertised service starts "from Bytown".
1855	1 January	*Bytown renamed Ottawa.*
	19-27 April	Rideau River bridge at Ottawa closed - ice damage.
	10 May	Line officially open.
	30 May	Name changed to "Ottawa & Prescott".
	14 November	First passenger accident: O'Keefe, Spencerville.
	19 November	Grand Trunk construction reaches Brockville .
1856		R. Hough, Superintendent of Train Movements, Prescott, replaced by Benjamin French.
	26 May	Bell replaces McKinnon as President.
	3 June	First recorded crew fatality; Baskerville near Kemptville.

	18 June	*Grand Trunk Relief Act, 19-20 Victoria c. 111. empowered to raise money by selling shares; one half of proceeds to help selected lines including O&P.*
	11 September	*GTR assumes lien on O&P rolling stock. Brockville & Ottawa construction at Perth.*
	27 October	*GTR complete to Toronto.*
		Brockville & Ottawa, Bytown & Pembroke, Montreal & Bytown, North Shore, and the Vaudreuil Railway Co. (1853) to jointly own the Lake Huron, Ottawa & Quebec Junction Railway Co., chartered to build from Pembroke to lake Huron.
	21 October	*Northern R.R. of N.Y. sold to creditors, subsequently (1 Jan. 1858) reincorporated as the Ogdensburg Railroad.*
1857	23 March	GTR introduces night service, Montreal and Toronto.
	November	Ottawa engine shed fire damages locomotive "*Prescott*".
		Montreal & New York R.R. Co. and Champlain & St. Lawrence unite to become Montreal and Champlain R.R. Co.
		Major economic recession begins.
1858		Lawsuit, R. Lees vs. O&P re promissory notes.
		Lawsuit, Ebbw Vale Iron Co. vs O&P Chancery Court, Non-payment of interest.
	August	GTR takes Third Mortgage on equipment.
		The "dollar" replaces the "pound" as Canadian currency
1859	20 January	*Ottawa Council forms Railway Committee.*
	17 February 30 September	Court of Chancery rules agains the O&P; into receivership under C.W/ Simpson acting for the Ebbw Vale Iron Co. (until 1862).
		Brockville & Ottawa open to Smiths Falls - 17 Feb.; Perth - 17 Feb: Almonte - 22 Aug..
1860	May 7	Ottawa: Fire destroys station and five cars.
		Carillon & Grenville incorporated.

1861		
	19 - 27 April	Snow closes line.
		Construction begins on Parliament Buildings for the Province of Canada.
		Civil War breaks out in the United States.
		Canada Central formed to replace LHO&QJR, excepting Brockville & Ottawa, Carillon & Grenville (holding the Montreal & Bytown's interests), and the North Shore.
1862		
	19 - 27 April	Rideau River floods damage bridge.
	Feb. Oct.	Payments made to Ebbw Vale, receivership lifted.
	23 August	*Rome & Watertown Railway open.*
	25 September	Agreement with GTR for Prescott yard rights. Third (broad gauge) rail laid from Prescott Junction into Prescott yard.
1863		
	8 May	Shareholder revolt attempts to oust Bell.
	9 - 16 May	Militia guard property; line closed.
	23 May	T.P. French appointed Receiver.
	28 July	New Board elected. T Reynolds appointed Managing Director.
	8 December	Agreement: GTR to manage the O&P, to relay the track to broad gauge; Second Mortgage rate reduced to 6%; Company to seek a Relief Act.
		Car ferry *St. Lawrence* in service.
1864		
	17 May	Bell tables first St. Lawrence Relief Bill.
	3 October	GTR warns unless money paid on Third Mortgage it was not prepared to risk the rolling stock it held as collateral for that mortgage.
	14 October - 7 November	Line closed.
	21 October	GTR forecloses, equipment sold.

	25 October	Injunction (obtained on 20 October) voids sale.
	17 November	Agreement; GTR effectively in Control.
		Carillon & Grenville bought by Ottawa River Navigation Co.
1865		
	17 January	Thomas Reynolds replaces Bell; Bradish Billings, former Assistant Superintendent, Prescott replaces Joseph Mooney as Secretary Treasurer.
	26 February	First business car in service.
	23 March	Second Relief Bill approved (28 Victoria, cap. 35.)
	14 November	Ebbw Vale, having reached some agreement with the GTR buys the line. Begins rehabilitation.
		USA cancels the Reciprocity Treaty of 1854.
1866		
	March	*Fenian gathering at Ogdensburg. Canadian militia on alert - no attack made.*
1867		
	18 April	Deed of Trust executed, empowers Trustee to buy and rebuild the line.
	1 July	*British North America Act splits Province of Canada into Quebec and Ontario which join Nova Scotia and New Brunswick in the Dominion of Canada.*
	21 December	O&P becomes the St. Lawrence and Ottawa.
		Brockville & Ottawa, open to Sand Point since 1865, dominates trade with the upper Ottawa valley.
1868		
		F.A. Wise becomes Resident Engineer.
	7 April	Thomas D'Arcy McGee murdered.
1869		
	21 January	Fire destroys Head Office in Ottawa.
	27/7 February - 3-14 March	Snow blocks line.
	Summer	*Immigrant shed built in Ottawa.*
	12 October	*Visit of H.R.H. Prince Arthur, Duke of Connaught.*

1870		
	11 April	Flood damages Rideau River bridge.
	Spring	Plans drawn up for Chaudière Extension.
	26 May	Fenian Raids.
	7 July	Plans for Chaudière Extension filed with the Department of Public Works.
	22 August	*First Pullman in operation on GTR (the first sleeping car had been built by the Great Western Railway of Canada in 1857.*
	17 December	A.G. Peden replaces Bradish Billings as Secretary - Treasurer. T. Lutterell appointed Superintendent, Prescott.
		Canada Central open Carleton Place - Ottawa.
		Ogdensburgh & Lake Champlain Railroad leased to the Vermont Central.
1871		
	April/May	Chaudière Extension under construction.
	17 June	Iron for Extension arrives in Ottawa.
	11 July	Masonry complete for Rideau River bridge, on the Chaudière Extension.
		Incorporation of Montreal & City of Ottawa Junction Railway Co: Ottawa - Alexandra - Coteau Junction. Construction begins in Gloucester 19 August.
	10 October	Rideau Canal swing bridge, Extension, completed.
	15 December	Chaudière Extension opened for service. Plans for Northern Extension drafted.
		Ontario & Quebec Railway Co. incorporated: Toronto - Carleton Place - Ottawa - connections with Quebec railways.
		Ottawa & Gatineau Valley Railway Co. incorporated: Hull - Kazubazua - Deseret (became Ottawa Northern & Western in 1901).
1872		
	5 February	New offices opened on Wellington Street, Ottawa.
	18 April	$240,000 loan obtained to build Chaudière Extension.

	14 June	Charters Granted: Pembroke Extension, Northwest Extension, Alymer Branch, St. Lawrence International Bridge Co.
	September	New smoking car in service.
1873		
	7 February	James Taylor appointed General Freight Agent.
	17 February	A.G. Peden becomes Head of Passenger Services.
	August	Car ferry *St. Lawrence* condemned.
	4-7 October	Regular services cancelled during period of GTR gauge changeover i.e. from 5'6" to 4'8½".
	6 October	Introduction of new slogan " Old Reliable, Fastest and Short Route".
	8 October	First GTR cars into Ottawa.
		J.G. Macklin replaces F.A. Wise as resident Engineer.
1874		
		Car ferry *Transit* in service.
		Replacement of iron rails with steel begins, continues till 1885.
	31 May	Trial through service to Montreal and Toronto begins. Service to Toronto withdrawn after one week. Service to Montreal continued on a thrice a week basis.
	8 July	Kemptville station roof blown off.
	December - March	Rideau River bridge replaced.
1875		
	18 January	Sofa car *Rideau* in service.
	April	New Edinburgh bridge washed out.
		Province of Quebec amalgamates the North Shore Railway (1853), the Montreal, Ottawa & Western (Montreal Northern Colonization Railway Co, 1869, extended to Deep River, 1872) under the name Quebec, Montreal, Ottawa, & Occidental to build to link with the Canada Central at Pembroke.

1876		
	12 April	St.L&O Refinance Bill approved. (Second $240,000 loan to pay for the Chaudière Extension).
		Canada Central reaches Pembroke.
1877		
		QMO&O construction reaches Hull.
1878		
		Amalgamation of Brockville & Ottawa and Canada Central.
1879		*Canada Central begins construction west of Pembroke.*
		QMO&O authorized to build a bridge across the Ottawa River at Ottawa.
	15 May	St.L&O authorized to use the QMO&O bridge.
		Canada Atlantic Railway Co. formed through the amalgamation of the Montreal & City of Ottawa Junction (1871) and the Coteau and Province Line Railway and Bridge Co. (1872).
1880		
	28 June	Thomas Reynolds dies.
	21 July	Walter Shanly appointed Managing Director.
	13 October	New oil tank cars and facility available.
	24 November	Authorized to use new Union Station at Chaudière.
	8 December	QMO&O bridge construction complete.
		Pontiac and Pacific Junction Railway (Hull to Pembroke) incorporated.
		Canada Central regauged from 5'6" to 4'8½".
1881		
	20 January	First recorded passenger train derailment, Osgoode, slight injuries.
	16 February	*Canadian Pacific Railway incorporated.*
		Canada Central and QMO&O Link into Union Station, Chaudière.
	9 June	*CPR and Canada Central amalgamate.*

	October	St.L&O granted right to cross Canada Central at grade.
	26 November	CPR announces the purchase of 30 locomotives from the Dübs Company of Glasgow, to be assembled by the Prescott shops.
	November	Duncan McIntyre buys Reynolds shares: $175,000
		Press announcement that since March 31, some 3,181 cars had been transferred from Ogdensburg to Prescott.
	15 December	CPR leases St.L&O effective this date.
1882		
	6 January	Archer Baker, General Superintendent, CPR takes over as managing Director from Walter Shanly.
	18 January	Passenger services from Sussex Street stop.
	13 February	Chaudière Extension closed passenger services resume from Sussex Street.
		Floating debt retired.
	March - July	39 Dübs locomotives assembled by Prescott shops.
	12 August	*GTR and GWR merge.*
	24 August	Prescott paint shop closed, crew dispersed.
	3 November	Prescott machine shop employees warned of closure.
		Incorporation of Ontario & Pacific Railway Co. Cornwall to Ottawa. Built bridge over the St. Lawrence at Cornwall, leased to the New York Central, 1915 as Ottawa & New York (1897). Pontiac & Pacific Junction authorized to build Hull- Ottawa bridge.
1883		
	April	*Prescott grain elevator closed.*
	26 October	St.L&O obtained running rights over QMO&O Prince of Wales Bridge.
	4 November	**Standard Time introduced**.

1884		
	4 February	Shareholders Committee recommends bondholders seek voting rights.
	19 April	Bondholders obtain legal right to vote.
	4 June	A.G. Peden resigns (to Canada Atlantic).
	26 September	St.L&O leased, effective 1 March 1885, but retroactive to 15 December 1881.
	9 October	Actress, Lily Langtry, (former mistress to Prince of Wales) to Ottawa in private car.
	October	St.L&O bonds transferred to CPR.
		Incorporation of Vaudreuil and Prescott Railway Co.; name changed to Montreal & Ottawa in 1890.
1885		
	15 January	*North Shore Railway sold to CPR.*
		Steel rail replacement on the St.L&O completed.
	30 March	Calvin Dame dies, 31 years seniority with the line.
	28 August	First CPR locomotive recorded on the line.
	24 October	Chaudière Extension reopens.
	7 November	***CPR drives last spike on the transcontential route at Craigellachie B.C.***
	13 November	CPR buys property for Prescott station.
1886		
		Iron Bridge across Rideau open.
1888		
		Canadian Pacific Car & Passenger Ferry Co. formed.
1890		
		Ottawa Interprovincial Bridge Co. incorporated took over rights of Pontiac and Pacific Junction.
1899		
		Walter Shanly dies.
1900		
	26 April	Union Station destroyed by fire. Rebuilt as Broad Street.
1905 - 1907		
		Major refurbishment; bridges, Prescott yard and

terminal facilities.

1908

Car ferry *Charles Lyon* in service.

1909

Prescott & Ogdensburg Ferry Co. buys passenger portion of Canadian Pacific Car and Passenger Ferry Co.

Coal supply contract for CPR Eastern Lines returns to Prescott.

1929 *CPR buys Canadian Pacific Car & Ferry Co.*

1930

Tug *Prescotont* and barge *Ogdensburg* in service; joint CPR/NYC operation.

???? Line from Hurdmans to Sussex street abandoned.

1970

NYC ferry dock at Ogdensburg closed.

199? Line from Oxford Mills to Prescott abandoned.

1997 St.L&O Ottawa to Kemptville sold to Province of Ontario to obviate need to build overpass over highway 416 at Kemptville.

Bytown and Prescott Locomotive Roster[1]

No	Name	Manufacturer[2]	c/n	wheel	weight	driver	bore	stroke	In service	Out of service	CPR No.	Notes
1:1	Oxford	Hinkley	515	0-4-0	18	48 (46)	11½	20	1854.0508[3]	1875	-	Presume scrapped.
1:2	Oxford	Portland	327	0-4-0	24	44	13	18	1875.05	1895.05	328	Sold ($1,000) to J.W. Howey, Fenelon Falls.
2	St. Lawrence	Hinkley	526	4-4-0	30	54	14	22	1854.0708[4]	1887.12	327	Scrapped Montreal.
3:1	Ottawa	Hinkley	525	4-4-0	30	54	14	22	1854.0708[5]	1881?	-	Last reported in service 1881.0512.[6]
3:2	Grenville	Portland[7]	?	4-4-0	?	62	15	24	1881.1217	1887.12	325	Scrapped Oct. 1894, boiler to Windsor for heating.
4:1	Bytown/Colonel By	Hinkley	541	4-4-0	30	66	14	20	1854.10	1875[8]	-	Last reported in service Nov. 1880?
4:2	Colonel By	Portland	?	4-4-0	?	68	16	22	1875.02[9]	1893.05	323	Locomotive scrapped Montreal Jul 1895.
5:1	Prescott	Hinkley	?	4-4-0	26	66	14	20	1857.11	1875	-	Presume scrapped.
5:2	Countess of Dufferin	Portland[10]	?	4-4-0	?	69	16	22	1875.0909[11]	1891.0328	324	Sold ($3,000) to Great Eastern Railway.
6	Thomas Reynolds[12]	Kingston	53	4-4-0	?	60	15	22	1866.0905[13]	1887.12	330	Scrapped Montreal.
7	Joseph Robinson	Kingston	54	4-4-0	?	62	15	22	1866.1026[14]	1887.12	329	Scrapped Montreal.
8	Lady Lisgar[15]	Taunton[16]	520	4-4-0	?	63	16	24	1870.1220[17]	1889.1223	321	Scrapped Montreal.
9	Lucy Dalton[18]	Taunton[19]	596	4-4-0	?	63	16	24	1873.0115	1890.0721	322	Sold to Parry Sound Colonization Ry. as No. 1.
10	Calvin Dame[20]	Kingston[21]	208	4-4-0	?	62	15	24	1876.0708	1888.11	326	Scrapped Montreal.
11	Chaudiere	Slaughter[22]	438	4-4-0	40.7(45)	64	17	24	1881.1119[23]	1892.05	320	Scrapped Montreal, boiler to McNeill Coal Mines, Alta, 23 May 1892.

[1] Was there another locomotive? The Times, Ottawa, 10 September 1875: "The Managing Director of the St. Lawrence and Ottawa Railway -- has placed another powerful locomotive on this road. It was imported from England--." This was close to the time of the arrival of No. 5:2 which was imported from the United States so this may be a reference to 5:2.

[2] Manufacturers:
Hinkley and Drury, Boston, Mass.

Canadian Locomotive Co., Kingston, Ont.
Portland Co., Portland, Maine.
Slaughter, Gruning & Co., Bristol, England.
Taunton Locomotive Manufacturing Co., Taunton, Mass.

[3] The Citizen, Ottawa, 13 May 1854.
[4] The Citizen, Ottawa, 15 July 1854.
[5] The Citizen, Ottawa, 15 July 1854.
[6] The Free Press, Ottawa, 12 May 1881.
[7] Rebuilt at Kingston 1883. (1881? The Free Press, Ottawa 24 October 1881.)
[8] The Times, Ottawa, Monday 22 February 1875: "A new locomotive arrived on Saturday for the use of the St. Lawrence and Ottawa Railway. It will replace the "Col. By," and will retain the same name." This may refer to a rebuild.
[9] The Free Press, Ottawa, 6 February 1875 "The St. Lawrence & Ottawa Railway Company, with their wonted enterprise, are having a new passenger engine built at the Portland Locomotive Company's works. It will be called the "Colonel By" and will take the place of the old engine of that name."
The Free Press, Ottawa, 20 February 1875 "The new passenger locomotive for the St. Lawrence & Ottawa R.R. arrived this morning. Its cognomen will be "The new Col. By." It will be immediately placed in service."
The Times, Ottawa, 22 February 1875 "A new locomotive arrived on Saturday for the use of the St. Lawrence and Ottawa Railway. It will replace the "Col. By," and will retain the same name."
[10] Rebuilt at the Grand Trunk workshops in Montreal in 1881, The Free Press, Ottawa, 8 October 1881.
[11] The Free Press, Ottawa 9 September 1875 "A fine new passenger locomotive, called the "Countess of Dufferin," was placed in the St. Lawrence & Ottawa R.R. this morning. It is a handsome piece of workmanship and was attached to the ten o'clock train."
[12] Named after the Managing Director and major shareholder.
[13] The Citizen, Ottawa,6 September 1866.
[14] The Citizen, Ottawa, 27 October 1866.
[15] Named after the wife of the Governor General.
[16] Rebuilt at Kingston in 1880, The Free Press, Ottawa, 1 June 1881.
[17] The Times, Ottawa, 16 December 1870.
[18] Named after Lady Lisgar's niece,
[19] Rebuilt at Kingston 1880-1881.
[20] Calvin Dame was superintendent of the locomotive and car works at Prescott.
[21] McQueen & Thompson say 1881-1884, Lavallee says Kingston 1879.
[22] Built 1861 as North London Railway No. 101.
[23] The Free Press, Ottawa, 21 November 1881.