

# Local Railway Items from Area Papers - Montreal and Bytown Railway

**06/09/1853** *Ottawa Argus* *Montreal and Bytown*

Montreal and Bytown Railroad - The voting by the electors for the by-law in favor of this road, we are happy to return goes on favorably. We think it right, however, to correct an erroneous impression which we find prevails in some quarters, that a charter only binds the company to bring the terminus of the road to Cote a baron. It is the intention, we understand, that there shall be two termini - one in the neighborhood of Viger Square, for passengers and the other near Papineau Road to connect with the river. - Mon. Herald, Sep 3.

**20/09/1853** *Ottawa Argus* *Montreal and Bytown*

Montreal and Bytown Railroad - The time for polling the votes of the electors on the By-law of out City council lending the aid of the City to the above undertaking, expired yesterday; and we are happy to be able to announce the welcome intelligence that the citizens have ratified the By-law by an overwhelming majority. Out of 1,730 votes and over polled, only three were recorded against the road; and when the votes hae been scrutinized, it will be found that not one French Canadian elector has polled against the project. - Pilot, 16.

**25/03/1854** *Ottawa Citizen* *Montreal and Bytown*

Montreal and Bytown Railway. We perceive by the report of G. F. Cockburn, Esq. the Engineer of this road, that there is a strong leaning in favour of the route along tsh North Shore of the Ottawa from Grenville to the village of Hull, opposite Bytown. The road below Grenvillo will certainly be located, and has in fact already been commenced, on the North Shore, and it is yet undecided whether it will cross the river at a point four miles below Hawkesbury or not. The bridge here would require to be 2000 feet long, and a swing bridge would be necessary across the Grenville Canal and another at Bytown, should the road be extended to the Upper Town to connect with tho Bytown and Arnprior road.

The total length of the South Shore including a branch ol 4½ miles at Grenville, would be 122 miles.

On the North Shore the length would be 118½ miles, with 4500 feet of bridging. It would cross into Bytown probably at the Chaudiere Falls.

**03/06/1854** *Ottawa Citizen* *Montreal and Bytown*

Railroads to Bytown. We have been informed that the Bytown and Arnprior Road, and the Road from Bytown to Montreal via Vaudreuil, are now being located, while the Montreal and Bytown Road on the north shore of the Ottawa is in active progress. The cars on a portion of this latter Road, between Grenville and Carrillon, will be running this summer.

**01/07/1854** *Ottawa Citizen* *Montreal and Bytown*

Bytown and Montreal. Railway. We are rejoiced to learn that the work on the part of the line between Grenville and Carillon, in progressing most favourably. We learn that the greater part of the grading, culvert work, and bridging, is c'completed; and that it will be ready for the liies and rail in about four weeks, and xviii probably be completeil by August. The work on this end of the route, will be commenced in a few days. Montreal Gazette

**30/08/1854** *Montreal Herald* *Montreal and Bytown*

NEW LOCOMOTIVE - We have just seen a new locomotive engine completed by Messrs. Kinmond at their Locomotive Engine Works, for the Montreal and Bytown Railway. The engine is constructed in the best and most efficient manner, with all the latest improvements in the way of valves, gear, &c. It has 15½ cylinder with 22 inch stroke, and 5½ feet driving wheels. The tender carries 1600 gallons of water. This locomotive is intended for use on the section of the Montreal and Bytown road between Grenville and Carillon. .... The locomotive of which we have spoken is the ninth turned out of their works by Messrs. Kinmond, besides many other engines and works of various kinds.

**28/10/1854** *Ottawa Citizen* *Montreal and Bytown*

Opening of the Grenville ausd Carrillon Railway

On Wednesday last that portion of the Montreal and Bytown Railway between Grenville and Carrillon was opened. It was the intention of the Contractors, Messrs. Sykes, DeBergue & Co., to have had a demonstration usual on such occasions, but the disastrous intelligence of the loss of Mr. James Sykes, the senior partner of the Firm in the ill-fated Arctic, of course prevented such rejoicing.

As no charge was made an immense number of the inhabitants of the neighbourhood, and others, availed themselves of the opportunity of riding over the road, and we are happy to state that no accident occurred to mar their pleasure.

We may congratulate those whose business or pleasure causes them to travel on the Ottawa upon the successful completion of this long-desired improvement; and now that the Bytown and Prescott Railway is on the eve of being a reality, the Ottawa and the magnificent scenery of Bytown, will claim and receive a share of the up travel of the St. Lawrence, and the enterprising inhabitants of the place will need to take immediate steps to extend the Hotel accommodation, which has now become an absolute necessity.

**02/12/1854** *Ottawa Citizen* *Montreal and Bytown*

Montreal and Bytown Railway

Notice is hereby given that trains will run daily between Carrillon and Grenville on the arrival of the Mail Boats from Montreal and Bytown respectively for the conveyance of passengers and goods

Alexander Sclater, Traffic Manager

Carrillon, Novr 1st. 1854

**17/02/1870** *Ottawa Citizen* *Montreal and Bytown*

Report of a conference of delegates from the Corporation interested in the construction of a direct line of railway from Ottawa to Montreal via the Ottawa Valley.