

Local Railway Items from Area Papers - Ottawa and Prescott Railway (inc Bytown and Prescott)

24/06/1848 Bytown Packet Ottawa and Prescott

Noted first meeting concerning the Bytown and Prescott Railway.

08/07/1848 Bytown Packet Ottawa and Prescott

Meeting held in the Court House, Bytown, Saturday July 1, 1848 regarding the propriety of a railroad between Bytown and Prescott.

24/05/1850 Bytown Packet Ottawa and Prescott

First annual general meeting of the Bytown and Prescott Railroad.

Prospectus of the Bytown and Prescott Railroad.

The Committee of the Bytown and Prescott Railway Company think it right to state concisely the nature of the undertaking in which they propose to engage, and the grounds upon which they rest their claims to public encouragement and support.

The absolute necessity of establishing cheap and speedy communication between distant parts of the country, in order to develop its resources, to stimulate manufacturing, Commercial and Agricultural enterprise, and to afford to the numerous and increasing population of the country, the necessary means of transit cannot be questioned. The prosperity of any country depends mainly upon its means of communication, and in a new country, Manufactures, Commerce and improved Agriculture, commence and end with the facilities thus created. Upon these principles the proposed undertaking is based. The Railroad is not only desirable, but highly necessary, as a most efficient means of rapidly advancing the improvement of the country, of affording the requisite facilities for a growing commerce, and of encouraging and fostering Manufactures, by furnishing a cheap safe and expedient mode of conveyance, which will in all respects be capable of meeting the wants of the country.

The Bytown and Prescott Railway is to commence at Bytown, on the Ottawa River,- thence through the Townships of Gloucester, Osgoode, Mountain, South Gore, Oxford and Edwardsburgh, to Prescott on the St. Lawrence,- in all a distance of nearly fifty miles.

At present the communication between Bytown and Prescott is either by the land Road direct, which is inferior, or by navigation, passing down the Ottawa River and then ascending the St. Lawrence. - Both routes are tedious and expensive, and Commerce and Manufactures being thus without requisite facilities, cannot be expected to flourish; and such hindrances, on the other hand, in a reciprocal way, serve to perpetuate existing inconveniences, preventing those engaged in the navigation from receiving the encouragement which they otherwise would, and which is most essential to induce improvement. It is clearly evident that in view of its general advantages, the construction of this Railroad is highly desirable, not only as a medium of transport to meet existing wants, but as a channel through which the products and Commerce of an extensive country, whose resources are locked up, and comparatively valueless without it, will find a passage to the markets of the world.

The line of the proposed Railroad is universally admitted by Surveyors and Engineers who know the country to be the most favourable one known of the same extent, being through remarkably level country, having a firm dry soil, affording the best description of materials, and in every respect, uncommonly well adapted for constructing and maintaining a Railway at the least possible cost. The surface of the country as it stands would afford easier grades than are found on some Roads that are now in operation. From a series of levels, extended from the water level of the Rideau Canal, it is known that the highest land the line will cross between the Ottawa and St. Lawrence Rivers, - about thirty miles from the Ottawa, - is not over one hundred and thirty feet higher than Bytown, and as Prescott is higher than Bytown, the inclination either way from the highest point is only between four and five feet in the mile, and is over a country which presents a remarkably even uniform surface. It is believed that thirty miles of the line will involve no greater expense in preparing the Road for superstructure than merely ditching and forming the bed for the track; for which four hundred pounds per mile will be sufficient,- that ten miles more will require only a small amount of cutting, and exceeding a cost of eight hundred pounds per mile; and that the other ten miles or less will be graded for twelve hundred pounds per mile,- making in all thirty-two thousand pounds.

There is every reason to believe that the land damages will be extremely moderate,- not exceeding four thousand pounds,- as the proprietors along the line are desirous of assisting the undertaking and are interested in it. The most of the way the line can be kept free of the most thickly settled pieces, so as to avoid doing any material injury to farms, and without seriously deviating from the straight line between the extreme points.

The Committee are aware of the great disproportion between this and the usual cost of grading Railroads, but this estimate will appear perfectly reasonable when it is known the sources of expense, which above all others, swell the cost of Railroads, in this case do not exist, owing to the extreme favorableness of the Line; there being no rock cutting nor embankments, nor expensive Bridges, nor even any very considerable earth cuttings. They are prepared to say that the sum of twelve hundred and fifty pounds is ample for the Bridges on the Rideau and Nation Rivers. Materials of the best description, particularly wood, can be had at the lowest rates.

The items enumerated above are those which vary according as circumstances are more or less favourable, and mainly affect the difference of cost. The other items being nearly equal in all cases it is unnecessary to refer to them here. But putting these at the highest rate, and estimating the cost of iron rail of 60 lbs. per yard, at eight pounds per ton, less than one hundred thousand pounds will make the railroad ready for the Engines and Carriages - fifty thousand pounds more will be ample to put on these, and have a large margin for contingencies.

The Act of Incorporation authorizes the raising of that amount in fifteen thousand shares of ten pounds each, and it also authorizes the Company to raise by loan any further amount that may be necessary for its completion not exceeding one hundred thousand pounds in addition to the above named one hundred and fifty thousand pounds. The Company may loan money at eight per cent interest. According to the terms of the Act, no person who subscribes for stock will be in any degree liable for anything connected with the undertaking beyond the payment of the amount of stock subscribed for. The affairs of the Company will be managed by thirteen Directors who will be elected annually by the Shareholders.

The Committee would mention that the Act of Parliament for the Incorporation of the Company having been already obtained the usual expense and delay incurred for that purpose, is in this case, wholly avoided. In that respect they are in a position to proceed with the undertaking without hindrance, and the Provisions of their Charter are unusually favourable.

The Committee would next draw attention to the amount of Traffic which may reasonably be expected on the proposed Railroad. In order to arrive at a correct conclusion on this point they would refer to the important fact, that this Railroad will be, both now and hereafter, the only direct outlet at all seasons of the year, from the Northern Section of Upper Canada and the Western Section of Lower Canada to the Eastern Seaboard. These Sections embrace an extent of country exceeding thirty-five thousand square miles,- the whole of which is in a commercial way, dependent upon this Railroad, and as regards materials and facilities for extensive and numerous manufactures, and capability of sustaining population, it is seldom equalled; beside an area of equal extent not included in the Counties now laid out. The population at present exceeds 125,000,- the increase during the last six years being nearly forty thousand,- and it is increasing much more rapidly. In 1848 nearly two millions of acres were occupied, and about 329,000 acres were under cultivation. In that year, which is the latest of which there are statistical returns, the quantity of wheat ground in this section amounted to 689,548 bushels, and the quality of butter produced was over 823,000 lbs. The quantity of ashes exported is not given but is known to be very great.

Under similar circumstances in the United States it is usual to estimate the prospective traffic by the population at two and a half dollars per head. In this case, at two dollars per head, which is twenty per cent less, the traffic would be sixty-two thousand five hundred pounds. But that a very great and remunerative traffic may safely be depended upon, can be clearly shown on other grounds. The great timber district of the Ottawa, which is perhaps scarcely equalled in the known world, is from its position connected with this section of country, and its Timber is included in the products. The amount of this item in one year equalled one million of pounds, and the average may be put at two thirds of that amount. Where a single item of the products will average two-thirds of a million of pounds, there is reason to believe that the traffic for a Railroad on the proposed line will be very large. Already the trade of the Ottawa has become of great importance. The supplies of the Lumber Trade alone are very considerable. The quantity consumed by the Lumberers in the manufacture of Timber does, on a very moderate computation, reach as high as twenty-nine thousand barrels of Flour, and nearly as many of Pork, besides Grain, Clothing, Tea and many other articles. The Ottawa drains between seventy and eighty thousand square miles, and its produce supplies four-fifths of the Pine timber, and two-thirds of the Deals, received in the Quebec market.

The article of Sawed Lumber has become a very important item in the products of the Country, and is perhaps the one of most consequence as regards Railway Traffic. The quantity manufactured yearly within Bytown may safely be put at ninety millions feet board measure and there are facilities for increasing the manufacture to any extent. A large portion of it now finds its way to the Hudson River Market, and there brings a higher price, and finds a better demand than in Quebec. This branch, though only lately begun, is rapidly increasing, and from the nature of all the circumstances by which it is influenced, it must become of great extent and importance. Estimating that only the same quantity would continue to be manufactured and that only one third of it - thirty millions feet - found its way to the American Market, it would either go by the present water conveyance or by this Railroad. The cost of shipping Sawed Lumber from Bytown to Rouses Point, is two and a half dollars per thousand feet board measures and on the average sixteen days are spent on the passage. This article could be conveyed from Bytown to Rouses Point by Rail at less than by water and in two weeks less time. The difference in time alone will amount to one quarter percent. - Estimating the quantity for the American and St. Lawrence markets at only one third of what is now made, - say thirty millions yearly, and putting this

at eighty cents per thousand from Bytown to the Northern Railroad the Revenue from it to this Road would be £5.625.

Assuming that the Railroad would cost £150,000 and putting the cost of working at fifty percent of the Revenue, a traffic of twenty-one thousand pounds will meet expenses, including two percent on the Stock for depreciation, and pay six percent on the capital Stock. And even if the Road cost two hundred thousand pounds, which is not at all probable, and putting the cost of working at fifty-five per cent of the revenue, a traffic of thirty thousand pounds would do the same. It is thus quite clear, even viewing the matter in the least favourable way that can be assumed, that there is the best possible reason to believe that the traffic will in all probability be found most satisfactory as regards to returns. This general traffic of the country, independent of the items named in connexion with the Lumber Trade, must, when the population is so extensive, be very considerable, but it is quite impossible here to enumerate the many items of traffic which will go to make up the business of the proposed Railroad. In a new country where such a channel is opened, it creates trade, rendering available innumerable sources of traffic, which though insignificant individually, are in the aggregate very considerable, particularly in all manufactures of which wood is the basis. Even in Great Britain, where long established channels of traffic existed, Railroads have created traffic far beyond all apparently reasonable calculations.- The business which may safely be depended upon is that of an extent of country larger than the whole of Vermont, New Hampshire and Massachusetts together, which is rich in mineral resources, possessing a fertile soil and capable of sustaining a large population, and which has no direct outlet to the Eastern seaboard but by this line and the Northern New York Railroad. This Line will be the only one joining the two great Rivers of Canada, and it connects them at the most eligible point on both.

The Committee would also refer to the probability of this line being extended from Bytown eastward to connect with the Railroad between Lachine and Montreal. In the event of such an extension the Traffic of the St. Lawrence with the Eastern Traffic of the Ottawa would be secured to the same Line which by any other could not be done, and the cost of construction mile for mile would be the least, thus securing the largest Traffic and involving the least outlay. It is scarcely necessary to add that by such an extension the business on this line would be greatly increased. It is quite certain too that the connection of this line with the Northern New York Railroad would be a most material advantage to both these lines.

Such is a brief view of the undertaking in which the Committee of the Bytown and Prescott Railway Company propose to embark, and which, while it promises such manifold and widely diffused advantages to the public, the Committee feel confident will afford a liberal return for the capital invested by the proprietors.

John McKinnon
Chairman.

19/10/1850 Bytown Packet Ottawa and Prescott

The Foundation Stone Laid

Great Public Meeting

£15,000 voted to the Bytown and Prescott Railway!!!

A meeting was held in the Town Hall in Bytown on Saturday the 12th instant, pursuant to a resolution of the Municipality of the town of Bytown and public notice calling a "Public meeting of the Assessed inhabitants of the Town of Bytown", "for the purpose of obtaining the assent of the majority of the Assessed Inhabitants to the subscription by the said Municipality of the sum of fifteen pounds in the capital stock of the Bytown and Prescott Railway".

The Meeting comprised a majority of the whole of the Assessed Inhabitants of Bytown, there being about five hundred present.

Moved by Capt. G.W. Baker, seconded by J.W. Turgeon, Esq. and carried unanimously - that the Mayor do take the Chair.

Moved by Hammett Hill, Esq. seconded by C. Armstrong Esq. - that Mr. W. Purcell be requested to act as Secretary. - Carried.

The mayor, in a speech of some length, explained the object of the meeting, and the ground upon which the proceedings was based, and concluded by reading the prospectus.

John McKinnon Esq., moved the following resolution which was seconded by Charles Sparrow Esq.

Resolved - that a majority of the assessed inhabitants of the Municipality of the Town of Bytown, at a meeting this day assembled in pursuance of a resolution of the Town Council of the Town of Bytown, and of the Act "for the incorporation of a company to construct a rail road between Bytown and Prescott;" due notice of which meeting has been given by the Head of the said Municipal Corporation of Bytown in a manner directed by the said Corporation, do assent to subscription by the said Municipality of the Town of Bytown of Fifteen Thousand Pounds to the Capital Stock of the Bytown and Prescott Railway Company.

Mr. McKinnon supported the resolution with a long speech, urging the necessity of exertion in order to accomplish the objective in view, and referred to the examples of many other places. He particularly exhorted all present to aim at causing the ground of population to be that of useful enterprise and superior skill.

Lyman Perkins moved the following amendment, seconded by Daniel O'Connor Esq.

Resolved - that this meeting do now adjourn to meet again on Saturday the twenty-sixth instant and a poll be opened in each of the wards of Bytown on Friday next, and continue open for polling of votes during two days from ten o'clock in the morning until four o'clock in the evening, in order that the true sense and wishes of the assessed inhabitants of the Town be obtained, that they may be prepared at the next meeting whether it is their wish to allow the Municipal ?? of the town council to subscribe the fifteen thousand pounds stock in the Bytown and Prescott Railroad or not.

Mr. Perkins spoke in support of the Amendment and several Speakers were heard against it - The Mayor, after reading the Resolution and Amendment twice, and asking if anything further was to be heard, put the amendment. Out of the five hundred present, six only voted for the amendment which was lost. The resolution was then put and carried.

The fullest opportunity was afforded to all to express their approbation or disapprobation as they desired.

John McKinnon, Esq. was then called to the Chair, and thanks given to the Mayor, after which the meeting dispersed.

09/11/1850 Bytown Packet Ottawa and Prescott

Bytown and Prescott Rail Road.

The ball is now rolling and gathers strength as it goes. The stock books in Bytown already show a large list of subscriptions for stock, and it is now almost certain the people of Bytown will take about ten thousand pounds, which with the fifteen thousand pounds taken by the Municipality will make twenty-five thousand pounds taken for the Town of Bytown. Not so slow that, by any means, and the Committee are determined to leave no stone unturned to carry through the undertaking.

The Prescott Telegraph announces a meeting of the tax payers of Prescott to be held this day at 7 o'clock p.m. "for the purpose of taking into consideration the expediency of the Prescott Corporation following that of Bytown by taking stock" in this railroad. We have no doubt the people of Prescott will do their duty handsomely - it is really pleasing to see the willingness with which all parties have come forward to assist in this most important enterprise. "Where there is a will there is a way" is an adage that in this instance we believe will be fully verified. "Now's the day and now's the hour" for an effort, on the success of which, the "future prospects of this country are dependent." Who will hold back?

Bytown and Prescott Rail Road Meeting
(From the Prescott Telegraph)

At a public meeting of the inhabitants of Prescott, convened by the Mayor, and held in Mr. Ready's new and spacious hall, on the evening of the 9th inst., to consider the important subject of a Rail Road between Prescott and Bytown - the Hon. Samuel Crane was called to preside, and W.D. Dickenson to act as secretary.

The meeting included all classes and was probably one of the largest ever held at Prescott.

The meeting was addressed by the Mayor, R. Burritt Esq. MPP., W.B. Wells Esq., and Mr. Wm. Patrick in favor of the corporation taking stock in the proposed Rail Road, the last mentioned gentleman moved the following resolution, which was seconded by Dr. H.D. Jessup.

Resolved - That this meeting recommend the Town Council of Prescott to subscribe £7,500 Stock in the Rail Road between Prescott and Bytown, lately authorized by an Act of Parliament.

Mr. Alex McMillan spoke against the motion, James West Esq., Deputy Provincial Surveyor, in its favor and Mr. Jeremiah O'Sullivan in opposition; when the chairman put the question, which was carried, only two or three voting against it.

On motion of W.B. Wells Esq., seconded by Jas. West, the chairman was requested to leave the chair and Alfred Hocker Esq., called thereto, when the thanks of the meeting were voted to the Chairman and secretary for their services on the occasion.

Samuel Crane, Chairman.

W.D. Dickenson, Secretary.

Prescott 9th Nov. 1850.

21/12/1850 *Bytown Packet**Ottawa and Prescott**Kemptville*

Hurrah for Kemptville. Keep the Ball Rolling.

Account of a meeting at Kemptville.

04/01/1851 *Bytown Packet**Ottawa and Prescott*

Much discussion of the Bytown and Prescott. Success is a foregone conclusion. Prospectus. Meeting at Kemptville on Monday last.

12/02/1851 *Prescott Telegraph**Ottawa and Prescott*

reported a meeting at Spencerville presides over by Prescott's Mayor W. Gibson, at which the following resolution was passed unanimously. "Resolved that this meeting cordially approve the projected Bytown and Prescott Railroad and are of the opinion that its completion will be highly conducive to the interests of this section of the country. Resolved that this meeting recommend the Council of this Township and other Townships between Prescott and Bytown to take stock of the Bytown and Prescott Road on the credit of the municipalities respectively, to the utmost of their ability. Carried.

The meeting was addressed by Mr. Patrick and Mr. Keeler of Prescott, R. Burritt Esq. M.P.P. Mr. R. Bell of Prescott and Judge Brown of Ogdensburg. After the business of the meeting was closed, the stock subscription book was laid on the table by Albert Hooker Esq., and several enterprising farmers came forward and showed confidence in the undertaking by subscribing liberally.

22/02/1851 *Bytown Packet**Ottawa and Prescott**Spencerville*

Account of meeting in Spencerville on 12th.

19/03/1851 *Prescott Telegraph**Ottawa and Prescott*

quoted the Ottawa Citizen as follows:-

Bytown and Prescott Railroad

The value and importance of this enterprise are becoming more apparent and appreciated. The first call has been promptly paid up and subscriptions to Stock are being constantly received., The advantages of Railroad communication have been made clearly apparent during the past three months. The demand for produce at Prescott, created by the Ogdensburg Railroad, carried off large quantities from Oxford, South Gower, Mountain and other large and prosperous Townships, and caused a large advance in prices.

Without the Ogdensburg Road the prices of Corn, Oats, Barley &c would have been 2d to 6d per bushel less than the prices that have been realized. Ere long the Montrealers will calmly set to work and make the road to Bytown; for with all their squabbling and eccentricities, they have too much good sense to be gulled so immeasurably as to decide on any other route; and we will yet see the main traffic of Upper Canada passing over the Bytown and Prescott Railroad.

12/04/1851 *Ottawa Citizen**Ottawa and Prescott*

A public meeting numerously attended of the assessed inhabitants of the Township of Gloucester was held at Billings' Bridge for the purpose of giving their assent to the taking of stock in the Bytown & Prescott Railroad. It was moved by the Honourable Thomas McKay and seconded by Mr. Bearman that this meeting do give assent to the taking of five thousand pounds stock on the credit of the municipality., in the capital stock of the Bytown & Prescott Railway. On division, the motion was carried by a large majority. The men with large properties in the Township and upon whom the chief weight of taxation will devolve, were in favour of the motion.

26/04/1851 *Ottawa Citizen**Ottawa and Prescott*

Shanly's report, 7 April 1851, is published.

06/09/1851 *Ottawa Citizen**Ottawa and Prescott*

The Directors of the Bytown and Prescott Rail Road held a meeting at Prescott on Tuesday last, the 2nd inst. at which the necessary steps were taken for proceeding with the work on the line forthwith. The tender of Messrs. French & Co. for clearing and grubbing of the woodland upon the whole line was accepted and their Chief Engineer has already advertised for certain sections of the grading.

More.

Notice to contractors - tenders for grading.

20/09/1851 *Ottawa Citizen**Ottawa and Prescott*

Publishes extracts from Shanly's report.

11/10/1851

Ottawa Citizen

Ottawa and Prescott

Bytown

On Thursday last, the 9th instant, was witnessed the very novel, and to the people of this section of Canada, most interesting ceremony of breaking ground on the line of the Bytown and Prescott Railroad. The day was as beautiful as could be desired, and an immense concourse of people were congregated to witness the proceedings. Between three and four o'clock in the afternoon the Procession, in the following order, formed in front of the Railroad office in Rideau Street, and from thence proceeded down Sussex Street to the place selected for the important operation:-

His Worship the mayor and Members of the Town Corporation.

Directors and Officers of the Railroad Company.

The Hon. Mr. Justice Burns and the President of the Railroad Company.

The Sheriff of the County and other Officials.

The Grand Jury.

Cadets of Temperance, in Regalia.

Sons of Temperance, in Regalia.

The President of the Company delivered an address, and then taking the spade proceeded to break ground, and tossed the first sod in first-rate style, amid the shouts and cheers of assembled thousands.

Justice Burns addressed the audience, congratulating them upon the prospect presented of so great and desirable an undertaking being carried forward. Judge Armstrong being called upon, congratulated all present on the occasion of breaking ground, in commencing a work of so great importance; and in a short but very happy and humorous speech, referred to some of the advantages that would result from it. G.B. Lyon, Esq. M.P., next spoke, complimenting the taxpayers, who had assented to their Municipality subscribing largely on behalf of the enterprise. They were all shareholders indirectly, and were interested in its success. Speaking in the open air, or on the subject of Railroads was not his field, and Railroads were not his politics. He wished the undertaking success.

The President returned thanks to the Sons of Temperance, complimenting them in the highest terms; which was replied to on the part of the Sons and cadets by Mr. Hewitt.

The Sons presented a highly creditable appearance both as regards numbers and respectability - and we were particularly pleased with the interesting and fine display made by the cadets.

Mr. Bell, Mr. Robinson and Mr. Friel being called upon, addressed the audience, and the proceedings closed.

Precisely at 7 o'clock a large party of gentlemen of the town sat down to dinner given by the President and Directors at Doran's. To say that the dinner was at Doran's is a sufficient description of the manner in which it was got up, and of the excellent quality of the viands - to state that it was got up in Doran's best style is to say all we can in praise of the eatables and wines. The President of the Company, Mr. MacKinnon, presided - supported on the right by Mr. Justice Burns, and on the left by Captain Ford, Royal Engineers. The Mayor of the town acted as Vice. On the removal of the cloth, after ample justice had been done to all the good things, toasts were given from the chair.

(There then follows a description of the toasts.)

A number of jovial songs were sung in the course of the evening by different members of the company, and that heartiness and good humour which the best of champagne and wines of every description, together with the auspicious events which the Company met to celebrate, were calculated to inspire, prevailed throughout.

22/10/1851

Prescott Telegraph

Ottawa and Prescott

Prescott

On Monday morning at 9 o'clock, the contractors for this section of our Railroad nearest the St. Lawrence, Messrs. Howard & Goslin, "broke ground" a couple of hundred yards below Fort Wellington. There was no parade, no ceremony, but the workmen assembled with shovels and picks and commenced operations. About 50 men are at work together with several teams and waggons.

We can congratulate our towns people on the actual commencement of this great undertaking..Bytown and Prescott Railroad is now fairly under way and although no great fuss has been made by its friends, we have no doubt that it will give employment to the first "Iron Horse" in Upper Canada.

05/11/1851

Prescott Telegraph

Ottawa and Prescott

Prescott

Notice is hereby given that .."a book of Reference for the Lands required for the construction of the Bytown & Prescott Railway throughout the County of Grenville has this day been deposited in the office of the Clerk of the Municipal Council"

03/01/1852

Ottawa Citizen

Ottawa and Prescott

Notice. Call for tenders for ties, 7' 9" long, 2,000 for Gloucester and 22,000 for Osgoode.
Walter Shanly.

06/03/1852

Ottawa Citizen

Ottawa and Prescott

Report of Walter Shanly on progress.

20/03/1852

Ottawa Citizen

Ottawa and Prescott

Notice. The book of reference of lands required for the construction of the said railway through the County of Carleton has been deposited in the office of the Clerk of the Municipal Council for the County of Carleton at Bytown.

Robert Bell, secty. B. & P. Railway Co.

15/05/1852

Ottawa Citizen

Ottawa and Prescott

Notice. £15,000 bonds for sale.

14/08/1852

Ottawa Citizen

Ottawa and Prescott

Notice to contractors for tenders by 10 September for grading the Bytown and Prescott within the limits of the Town of Bytown from the west end of Taggart street to the Rideau River.

Walter Shanly.

Also in August 14 and 28.

04/09/1852

Ottawa Citizen

Ottawa and Prescott

Notice to Contractors for tenders by 19 September for grading of section No. 1 of the Bytown and Prescott from the bank of the Ottawa at Lot 40 letter O to Captain Ginson's - 3 miles.

Walter Shanly.

Several notices from the Bytown and Prescott Railway - proceedings to acquire lands. These were repeated on December 11, 18, 25 and January 1, 1853.

The Bytown and Prescott Railway Company do hereby give notice that a piece of Land being composed of that part of the west half of lot No. 22, in the third concession, fronting on the Rideau River, in the township of Gloucester, in the County of Carleton, and Province of Canada, and described as follows, that is to say:- being ninety feet wide and one thousand four hundred and fifty three feet long, more or less crossing the said half lot as shown on the map or plan and book of reference of the Bytown and Prescott Railway, deposited of record in the office of the Clerk of the Municipal Council of the County of Carleton, and in the office of the Bytown and Prescott Railway Company: the said ninety feet width extending on the West side and fifty feet on the East side from the centre line of the western Track of the Bytown and Prescott Railway, as established at right angles to it, commencing at the side line at the north side of the said half lot, thence southerly (ninety feet wide as above described) one thousand four hundred and fifty three feet, more or less, to the side line of the south side of the said half lot containing three acres, by the same more or less is required by the said Company for the use of the Bytown and Prescott Railway.

That the said company are ready and willing and hereby offer to pay three pounds and five shillings as compensation for the said Land; and that in case the offer be not excepted, the said Company do hereby nominate and appoint JOHN PORTER, Esquire of Bytown, in the County of Carleton, the Arbitrator on behalf of the said company in pursuant of the statute in that behalf.

J. MACKINNON

President of the Bytown and Prescott Railway Company.

Similar notices in respect of:

- Lot 24 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 26 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 28 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 25 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 36 Broken Front Concession, Township of Osgoode - 90' x 1,940'
- Lot 30 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 40 Concession 2, Township of North Gower - 90' x 1,950'
- Lot 37 Concession 2, Township of North Gower - 90' x 1,950'

05/02/1853 *Ottawa Citizen**Ottawa and Prescott*

Editorial. Brockville intending to build a bridge and a railway to Pembroke. Perth and Kemptville Railway. Need to stress the importance of supporting the Bytown and Prescott.

10/04/1853 *Boston Journal**Ottawa and Prescott*

reported a meeting in the Revere House of the city on April 10, 1853 where it was stated that construction (of the Bytown and Prescott) was well advanced and half of the road was ready to have rails laid upon it, and \$180,476 had been expended.

07/07/1853 *Hastings Chronicle**Ottawa and Prescott*

Quotes the Prescott Telegraph:

Bytown and Prescott

John McKinnon has just returned from England successful in his mission : has disposed of £55,000 of debentures with which he has purchased iron necessary for the road, half to be delivered in a few weeks and the balance in the spring. Mr. Bell, the Secretary has been actively engaged in Boston, completing arrangements for purchase of eight locomotives and 131 cars. It is expected the cars will run as far as Kemptville in the Fall.

06/08/1853 *Ottawa Citizen**Ottawa and Prescott*

The directors of this company have now expended about £100,000 on this road, and in addition have purchased and paid for the iron. The locomotives and cars are likewise purchased and principally paid in stock; and now if they could obtain £75,000, the road could be completed and cars running to Kemptville, this fall and early next spring to Bytown. This being their situation, the directors can see no way of finishing the road without aid from the Corporations of Bytown and Prescott, and the municipalities through which it passes.. more.

27/08/1853 *Ottawa Citizen**Ottawa and Prescott*

Long comment on the potential for the Bytown and Prescott - uses statistics for other railways.

27/08/1853 *Ottawa Citizen**Ottawa and Prescott*

The By-law of the Town of Prescott to loan the Railway Company £25,000 was adopted by the town council on 17th instant, and published since. The meeting of the inhabitants takes place next month.

03/09/1853 *Ottawa Citizen**Ottawa and Prescott*

On Wednesday last, the 31st ultimo, at 12 o'clock the Municipal Electors of Bytown met at the Market Hall to take into consideration the By-law "to enable the town council of the Town of Bytown to lend to the Bytown and Prescott Railway Fifty Thousand pounds and to borrow money for that purpose upon the credit of the Consolidated Municipal Loan Fund of Upper Canada." As near as we could establish, upwards of nine hundred were present. Considerable excitement was manifested both for and against it.

His Worship the Mayor presided and E. Burke Esq., Town Clerk. acted as Secretary.

When the question was submitted the show of hands was about two to one in favour of the By-law, and His Worship declared it carried in favour of the "yeas". A poll was demanded by the opponents of the By-law, and granted. The Messieurs Powell then tried to raise some excitement by speechifying and kept up a tirade of abuse of Mr. Bell and others until the people became disgusted and hissed them down. The opponents of the by-law were rather ill-natured and noisy, but notwithstanding the excitement, the large number of men present, and the over-crowded state of the hall, there was not a single breach of the peace or any kind of disturbance.

At sunset, the poll stood - Ayes 460, Nays - 138

Majority -147(sic)

The poll opened again at 10 o'clock on Thursday morning and at about quarter past two, no votes having been offered for the space of 30 minutes the poll was closed and the results declared.

Ayes - 460, Nays - 147, Majority in favor of the By-law - 313

Several speeches were made at the close of the proceedings, among others by Messrs. McKinnon, Bell, the Mayor, Dr. Beaubien, and Mr. Friel, the latter in a tone of stirring eloquence.

It remains for us to say that the conduct of J.B. Turgeon, Esq. the Mayor of Bytown, on this occasion, was such as to call forth the warmest plaudits of his fellow citizens and was in the highest degree creditable to the position he fills.

The victorious party formed a grand procession and passed through several streets from one end of town to the other. Between five o'clock and six o'clock it was over, the people dispersed to their homes, and the town was as quiet as usual, except a salute of artillery fired about sunset in honour of the victory.

Let Prescott at the other end of the line now do its duty. Bytown has nobly done its part.

Editorial on vote at Prescott on Monday next.

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On Wednesday and Thursday last a vote was taken of the people of Bytown to lend the credit of the town to the Railway Company for £50,000, and notwithstanding the immense exertions used by the faction who have opposed the road from the beginning, the vote was affirmed by a majority of 313, the yeas being 460, the nays 147. This is a much greater victory than we had anticipated, and the rumors which had for some previous days come in thick upon us, respecting the opposition which would be encountered when the contest would come on.

14/09/1853 *Prescott Telegraph*

Ottawa and Prescott

Editorial - Prescott has voted £25,000 credit to Bytown and Prescott.

18/02/1854 *Ottawa Citizen*

Ottawa and Prescott

The article in the Bytown Gazette of the 9th inst. respecting the telegraph poles lately erected and cut down on the Bytown and Prescott Railway line, bears the stamp of falsity and malignity on its face. The Gazette asserts that the President of the Railway Company gave permission, that the Board of Directors passed a resolution also giving the Grand Trunk Telegraph Company permission to erect said poles, and that Mr. R. Bell, for his own purposes, had them cut down. Now it is plain to every other person, though we do not accuse Mr. Gibb of knowing so much, that if these assertions were true, Mr. Bell would be liable to fine and imprisonment for misdemeanor, as well as liable for the property and the damages resulting to the proprietors. Is it not therefore absurd to pretend that the facts can be, or would be submitted to if they were of any such character as that stated by Mr. Gibb. The truth is that Mr. McKinnon never gave any permission whatsoever, and no permission of the kind spoken of was ever passed by the Board of Directors, nor permission obtained in any way whatever. The statement in the Gazette is utterly false and bears unmistakable evidence of its falsity with it, and it is plain that Mr. Gibb is either disgracefully duped by others or that he willfully fabricated the case to vent his ? By a personal attack on Mr. Bell.

The Montreal Gazette of the 15th instant, we observe, repeats the statement of the Bytown Gazette and pretends to believe them. The subject will receive further attention very soon.

From the Railway Times.

-- alleged dispute between the Bytown and Prescott Railway Company and the Grand Trunk Telegraph Company, which has resulted in the removal by the former of some fifty miles of poles and wires erected by the latter. --

-permission never given by the company--

Early in the present year a gentleman. Mr. Dwight, acting on behalf of the Grand Trunk Telegraph Company, called at the office of the Bytown and Prescott Railway in Bytown where he saw the President and the Secretary of the Company, and made certain propositions which were referred by the President to the next ensuing meeting of the Board of Directors. On their books we find the minutes of a meeting held on the 17th of March, at which a by law was passed empowering Mr. Bell, the Secretary, to act on behalf of the Company in negotiating with the Grand Trunk Telegraph Company. From the wording of this by law it is perfectly evident that the whole matter was put into Mr. Bell's hands, to act according to his best judgment.

We find then that on the 26th of April, Mr. Bell addressed Mr. Low, the President of the Telegraph Company, in which he states, in ?, that he had been authorized to act, and makes his proposals; one of the conditions is to the effect that, "the poles shall be placed as, and where directed by the Chief Engineer of the Railway Company" - and certain other conditions are proposed for the mutual interchange of good offices in the transfer of material on the one side, and of messages on the other - and Mr. Bell, concludes by proposing, from himself of course, as the President of the Bytown and Prescott Railway have no connection with the Montreal and Bytown Telegraph Company, for an amalgamation of the two companies.

No answer to this letter appears in the letter book of the Railway Company, but we understand that in the interim Mr. Bell had an interview with some officials of the railway company, which does not seem to have ended in any arrangement, for on the 16th July we find the Secretary of the Railway Company writing to Mr. Low, stating that, as it appeared there was no chance of agreement, the Railway Company would withdraw all their propositions and that matters must stand as if no negotiations had been opened.

On the 22nd of July Mr. Hooker submitted to the Board of Directors another letter signed by Mr. Dwight, the Contractor for erecting the telegraph, in which the former proposition was renewed, on the basis of mutual negotiation, but saying nothing for amalgamation of the two telegraph lines, a matter in fact with which the Railroad Company had nothing to do.

Here again there is a hiatus in the correspondence from the 22nd of July to the 10th of October; on the latter day we find Mr. Bell writing to Mr. Low and stating that he had received a letter from Mr. Dwight, dated the 16th of July; Mr. Bell again asks of Mr. Low is prepared to enter into arrangements with the Telegraph Company, and requests a speedy reply.

On the 13th of October Mr. Low replied at length, first of all apologizing for the neglect to answer the Mr. Bell's former communication, on the plea that the answer must have been mislaid; and also stating that a telegraphic message refusing to amalgamate the telegraph lines must have miscarried in a similar way.

Mr. Low proceeds to say that his company would have been willing to accede to the terms of the Railway Company but that it seemed somehow to be mixed up with the proposition for amalgamation which he cannot understand; he also says that the Company had proceeded to erect their poles on assurance of certain Railway Directors that he might safely do so.

From this it is perfectly evident that no agreement was ever made between the two companies, and that the Contractors had proceeded with their work. In the mean time continued complaints were made to the Company of the careless and improper mode in which the poles and wires were put up, in consequence of which the Chief Engineer of the Board was ordered to examine and report. Accordingly we find a report from Mr. Shanly, dated on the 11th November, on which it is sufficient to say, that Mr. Walter Shanly, a man whose professional skill and integrity no man in Canada will doubt, declared the telegraph lines faulty in every particular and enters into a detailed explanation of the "why and wherefore".

It will be observed that the Telegraph Company had actually violated the very first condition proposed by the Railroad Company, that the poles should be erected under the control of the Railroad Company's Engineers, out of this dilemma we defy them to get.

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The Telegraph Company during the whole time proceeded with the work.

On the 28th of the same month, November, the Solicitor of the Company, Mr. Lewis, was instructed to give formal notice to the Telegraph Company to remove whatever material they had set up and to state that no arrangements would now be entertained which would permit the Telegraph Company as now erected to remain.

We now come to the extraordinary letter in the whole correspondence addressed by Mr. Low to Mr. Bell, under date of 29th of November, in which he says he has been in correspondence with the Contractors, Messrs Snow & Dwight, and the Superintendent, urging on them to see and make arrangements with the Railway Company, and promising as soon as he had heard from them to confer further with Mr. Bell; the concluding paragraph expresses his regret at his own misapprehension "to having supposed that your (Mr. Bell's) propositions regarding the Railroad Company were dependent one upon the other". Mr. Low further says that upon "a more careful perusal of your letter in our Secretary's hands, and in your last, I am happy to find that this error must have been occasioned by the haste we were in the day we met.

On the 29th December, Mr. Lewis, the Solicitor, is again written to and his advice is asked as to the means of stopping the proceeding of the Telegraph Company, and we have copies of Mr. Lewis's letters to Mr. Low, in which a formal demand is made on the Telegraph Company to remove their poles, and legal proceeding threatening to case of non-compliance; the ground of this warning being the absence of arrangements.

Nothing can be more explicit than this or more consistent with the principles of law, or what is better still, common sense.

The Telegraph Company took notice whatever of the letters of Mr. Lewis, and as their line was finished and would have been in operation in a few days, there was no time to be lost, if it was an object to keep the Company from obtaining, from unopposed and unmolested occupation, a grand prescriptive right - their Solicitor was again consulted, and acting on his advice given in a letter on the 9th of January, the poles and wires were removed by the servants of the Railway Company. Legal notices were personally served on the workmen of the Telegraph Company.

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Since the occurrence which has made so much noise, the Directors have approved of the action taken by Mr. Bell in removing the poles. --

29/04/1854 *Ottawa Citizen**Ottawa and Prescott*

We are happy to be enabled to state that Mr. Bell the indefatigable Secretary of the Bytown and Prescott Railroad has made every arrangement necessary to its completion. The laying of the rails commenced at Prescott on Monday last and there is now every prospect that the line will be ready in August. Railway Times.

06/05/1854 *Ottawa Citizen**Ottawa and Prescott*

Bytown and Prescott Railroad

The work of laying the track on this Road was commenced yesterday at Prescott, under the supervision of Chief Engineer A.W. Simms Esq. and Resident Engineer Q.D. Wicks Esq.; and we learn is to be pushed forward until the track of the whole line is completed. which will probably be in August. The guage (sic) of this Road is what is termed as "narrow" and the rail used is the "T" rail. We are glad to see the work on this road progressing, and congratulate our Prescott friends on the prospect of soon having a closer connection with their Bytown neighbours. Success to the Bytown and Prescott Road (the passenger cars for this road are being manufactured by McLean, Brainerd & Co, of this village, and for style, durability and beauty of finish will compare favourably with those now in use upon any road in this country or Canada) - Ogdensburg Republican, May 2.

13/05/1854 *Ottawa Citizen**Ottawa and Prescott**locomotive*

Heads Up.

The first locomotive for the Bytown and Prescott Railway company arrived at the depot in this village last evening. The name of this locomotive is the "Oxford", and it was manufactured at the "Boston Locomotive Works" of Hinckley and Drury. It is a beautiful piece of workmanship and we long to see it hitched on to a train of cars, steaming and whistling away between Ottawa and the St. Lawrence. Republican (Ogdensburg) May 9.

Also in the Brockville Recorder 18 May 1854.

27/05/1854 *Ottawa Citizen* *Ottawa and Prescott* *locomotive*

On the 19th inst the new locomotive "Oxford" for the Bytown and Prescott Railway crossed the St. Lawrence and was placed upon the track. It is said that this iron steed is one of first rate workmanship and those who are competent to give an opinion and who have seen the other engines and cars now at Ogdensburg, declare that they are superior to anything in America. A number of gravel and lumber cars have also been ferried over and the iron is being laid as fast as circumstances will admit of. In the month of August next we shall have the iron coursers snorting and pawing the Bytown.

08/06/1854 *Brockville Recorder* *Ottawa and Prescott*

Friday the 19th of May should long be remembered with pleasure by our Prescott neighbours, On that day the long mooted question, "to be, or not to be," as applied to the Bytown and Prescott Railway, was settled. The first locomotive was landed and placed upon the rails. In an hour afterwards the "shrill whistle" announced that the Iron Horse was Harnessed and ready for duty.

On the evening of the same day the Engineers and Contractors met at Gilman's Hotel, in Prescott, for the purpose of presenting to Walter Shanly, Esq., the late Chief Engineer of the road, several pieces of plate, as a testimonial to their esteem for him.

Full details of items presented, speeches etc. - Ogdensburg Republican.

17/06/1854 *Ottawa Citizen* *Ottawa and Prescott* *Spencerville*

First passage per Bytown and Prescott Railway.

We are requested to state that the Prescott Division of the "Sons" have engaged passages by the cars to attend the Temperance Celebration at Spencerville on Wednesday next the 21st inst., and other individuals can also be accommodated at the same price, say Three York Shillings each for going and returning.

Tickets to be had at the railway office over Mr. Perk's store, or on the cars. The cars to leave the station below the fort at 9 1/2 o'clock a.m. - Prescott Telegraph.

15/07/1854 *Ottawa Citizen* *Ottawa and Prescott* *locomotive*

On Saturday, two splendid locomotives, named St. Lawrence and Ottawa, together with several gravel cars, were brought over the river and placed upon the track of the Bytown and Prescott Railway. Prescott Telegraph.

22/07/1854 *Ottawa Citizen* *Ottawa and Prescott*

The Bytown and Prescott railway is now in running order between Prescott and the village of Kemptville. We understand that a demonstration will be made in Kemptville on Monday next in honour of the opening of the road to that village. We believe it is the intention of the company forthwith to place a steamer on the Rideau between Bytown and Kemptville, to run in connection (for present accommodations) with the cars, so that passengers from Bytown can reach Prescott in five or six hours, and vice versa. The laying of the rail between Kemptville and Bytown will be pushed on vigorously and will be completed early this season.

29/07/1854 *Ottawa Citizen* *Ottawa and Prescott*

We hope to be able next week to advertise the regular trains on the Bytown and Prescott Railway from Prescott to Kemptville. The tracklaying on the remainder of the road is being pushed on vigorously; but in the meantime it is the intention of the company to run a steamer from Bytown to Kemptville in connection with the trains thence to Prescott. This will accommodate the public till the remainder of the track is ready. Passengers will be able to pass through by steam conveyance in some six or seven hours from Bytown to Prescott.

06/08/1854 *Ottawa Citizen* *Ottawa and Prescott* *Hull Iron Mines*

(Mr. Forsyth of Pittsburgh is looking at iron ore in Hull township)

We understand that an arrangement is about to be effected between Mr. Forsyth and the Bytown and Prescott Railway for the transport of the ore. This will add immensely to the profits of the road. In the meantime, a large party of miners have arrived and commenced operations.

Note: Although the paper shows Saturday 6 August, this should have read Saturday 5 August.

06/08/1854 *Ottawa Citizen* *Ottawa and Prescott* *Prescott*

The Ogdensburg Sentinel says that there is now being built at Philadelphia, a mammoth iron steamboat, to be used as a ferry between Ogdensburg and Prescott, and will be the connecting link between the two roads. Her deck will have a double track of sufficient length to admit five cars on each track. By this excellent arrangement, freight will be carried from Bytown to Boston or New York without change of cars or breaking bulk.

Note: Although the paper shows Saturday 6 August, this should have read Saturday 5 August.

12/08/1854 *Ottawa Citizen* *Ottawa and Prescott*

Bytown August 10.

Sir, - Yesterday morning dawned upon as large a merry a party of gentlemen on board the steamer Beaver as ever left this sylvan city "on pleasure bent" to be present at the opening of the railroad between Kemptville and Prescott. Everything was as pleasant as pleasant weather and pleasant fellows could make them, no small matter when we consider that the party consisted exclusively of "man's imperial race," but agreeably to the old adage "start determined to be pleased and you will be pleased," and heterogeneous, albeit the crowd, made up as it was, of Bachelors, Benedicts, Doctors and Justices, Lawyers and Councilors and Chapmen, withal starting with this wholesome determination, pleased they were to a man, such rollicking and such fun, so much loud and hearty laughter and so many tricks upon travelers as would have convinced the most prudish of Eve's fair daughters that one blade of a pair of scissors is not the worse for having the rust rubbed off it by occasionally separating it from the other blade; but tis two o'clock and Hurrah! here we are at Kemptville where we found a splendid spread, and which received every due justice at the hands of the hungry and happy Bytonians. All things considered, too much credit cannot be done to the Managing Committee; and if the knives did not cut it was they were new and had never cut before; but certes they were clean and we all know that cleanliness is next to godliness. But the ding dong of the engine bell signifies that it is time to "take your places ladies and gentlemen", which no sooner done than the shrill whistle warns us to hold on while the engine starts with its precious cargo of 450 or 500 sons and daughters of Adam. Off we go to the tune of Rule Britannia struck up by the Kemptville Band. Pish, pish and in a few seconds the unmusical gallop of the Iron Horse convinced us, however profound our knowledge was of Arithmetic, that we could make up a small sum of twenty in simple addition by counting the cedar posts which flanked the road on either side. The engine and the road were individually new - new they were to each other, while collectively they were new to the people and the people new to them; and the occasional screams of the steam whistle showed, as some errant horse or cow obtruded on the track, that Railroad Cars were likewise new to quadruped as well as biped, who with heads down and tails erect, scampered in terror out of harm's way, and looked to all the world as if they meant to ask, where the devil do you come from? One hour exactly found us in Prescott, reader remember it was a trial trip, and many of us for the first time slackened our thirsty souls with the waters of the St. Lawrence, improved mightily, as some declared, with Gillman's Brandy - seven o'clock sees us safely stowed in again, and "homeward bound". The same description of mirth as at starting only ten time more pungent, attended the Prince Albert steamer, which disgorged its load at 3 1/2 a.m. on the Basin wharf, where each took himself to his own domicile, highly pleased at the day's doings, with only one object to mar his happiness, to wit, that on the morrow he had to go back to business again.

BULLFROG

12/08/1854 *Ottawa Citizen* *Ottawa and Prescott*

The celebration of the opening of the Bytown and Prescott Railway between Kemptville and Prescott came off with great éclat on Wednesday. We have not received the particulars yet.

The celebration of the opening of the Bytown and Prescott Railway to the village of Kemptville took place on Wednesday last. At one o'clock a large party proceeded out by the cars to Kemptville, where they were met by a great company from all the country round. A dinner had been provided by the Committee of the people of Oxford, of which the Company partook. A band of music was in attendance and assisted to enliven the proceedings. There was no speechifying but the afternoon was pleasantly passed, and the Ogdensburg and Prescott people returned by the cars at about half past five, all appearing to be much gratified with the trip - Telegraph.

Note - An invitation card to the above demonstration reached the editor of the Recorder on the afternoon of the day on which the demonstration took place. The managers must be smart gentlemen. If all their other arrangements were made in the same careless manner, there is little wonder there was "no speechifying."

26/08/1854 *Ottawa Citizen**Ottawa and Prescott*

After Saturday 9th instant, and until further notice REGULAR PASSENGER TRAINS will run between Prescott and Kemptville as follows.

Leave Prescott at 9.30 a.m. stop at Spencer's and Oxford stations and arrive at Kemptville at 10.45a.m.

Leave Kemptville at 3.00 p.m. stop at Oxford and Spencer's stations and arrive at Prescott at 4.15 p.m.

For the present passengers for Bytown can proceed over Beckett's landing by the Rideau steam boats on Tuesdays, Wednesdays, Fridays and Saturdays.

Carriages will be in readiness on arrival at Kemptville to convey passengers to Beckett's Landing.

Passengers from Bytown for the steam boats will find carriages ready at Beckett's Landing to convey them to Kemptville in time for the train to Prescott.

H. Hough Superintendent

3rd August 1854.

Also in 2 September edition.

26/08/1854 *Ottawa Citizen**Ottawa and Prescott*

The following account of the Railroad Temperance Excursion we abridge from the Ogdensburgh Sentinel.

"On Wednesday 16th inst. the Temperance People of Canada in the vicinity of the completed portion of the Bytown and Prescott Railway, got up an excursion from Prescott to Kemptville, for the purpose of celebrating the entry of the "Iron Horse" within the precincts of the latter place, and of having a general public congratulation of the masses, upon the success of the enterprise which links them with the Atlantic cities.

"Having a partial regard to public prosperity and the cause of temperance, we appropriated the day and made one of the multitude. At the depot at Prescott, we found the locomotive St. Lawrence most gaudily dressed in holiday clothes, trimmed with flowers, evergreens and flags. The stars and stripes, on equal footing with the cross of St. George, floating on either side of engine and tender. Three passenger and three platform cars, capable of carrying over one hundred passengers each constituted the train. We left Prescott 9.36 a.m. with all the (cars?) comfortably filled, having on board delegations from Ogdensburgh, Brockville, Maitland, Augusta and a general turnout from Prescott. At most of the cross-roads, we passed large crowds anxious to arrest the train that they might procure passage, but it was impossible to accommodate them. At Spencer's we were joined by a delegation of about two hundred who were "piled on". Seating or stowing them away, was a question not to be entertained, not less debated. The cars, we presume, if they could have told their feelings, would have made the same reply that the notorious Charles Lamb did, when the inquisitive cab man thrust his head into the box and asked "Are you full in there?" The reply was "I don't know how it is with the other passengers, but that last piece of pie did the thing up for me!" So it was with the cars, that last station, had most emphatically done the thing up for them. Just imagine an old fashioned four seat stage coach, with four passengers on each seat, two standing between seats and a fat old lady and gent entering thro' the door, on either side, and you have a tolerable fair idea of our compactness after absorbing that last two hundred. Being somewhere in the vicinity of the middle of one of the platform cars, and near the bottom of the pile, we knew or saw little else during the remainder of the passage. We know however that there was enjoyment and sport among the top tier for often we felt the pile shake as though the outside ones were laughing, and a spent voice reached us with the exclamation "there goes another hat!" which was all explained when we reached Kemptville, by seeing a number of individuals with their heads dressed in handkerchiefs.

"About 12 o'clock the seats of the stand were all occupied and a meeting of at least two thousand was called to order by Mr. Ellwood, the District deputy G.W.P. of the Sons, who nominated W.H. Ellerbech, opened the meeting with beautiful and appropriate remarks, after which, Mr. David Fields of Ogdensburgh, read a sound, and able, well written temperance address - a copy we understand, was requested by the committee, for publication - Mr. Fields was followed by the Rev. Mr. Brewster, at some length, who in turn was followed by N.H. Lytle of Ogdensburgh and Rev. Mr. Smart of Brockville, in short addresses. The speaking was interspersed by music from the Kemptville Band.

"At two o'clock the multitude adjourned to the dinner grove and partook of the repast which had been most bountifully prepared by the good people of Kemptville, after which the time was spent in general congratulations and social conversation. It is estimated by good judges that not less than 4000 strangers visited Kemptville, on this occasion and many more would have been present could they have secured passage on the cars.

"The return train from Prescott arrived out at 3½ p.m. when we made preparations for our return home, having seen but one God's images, during the entire day, who bore the mark of the beast on his countenance. On our return trip we were not loaded so compact as on the outward passage and were afforded an opportunity of viewing the country and the construction of the railway.

"The country along the finished portion of the road, is much of it low and swampy or uncultivated land. The road is well built, remarkably straight and even and much of the distance lies on solid rock. Its construction is nearly perfect, a fact every passenger will be willing to concede after a ride over it. The management is under the superintendence of Mr. Hough, who we noticed upon the train during the whole of the excursion, with a watchful eye to the safety of the passengers. Mr. E. Whitney, formerly postmaster of Ogdensburgh, is the regular passenger Conductor on the finished portion of the railway, and had charge of the excursion train on this occasion. Mr. Whitney is a modest unassuming gentlemanly conductor whom the Company will doubtless retain as long as it is in their power to do so. Nearly three, miles from Prescott the road is crossed by the Grand Trunk Railway. The crossing is made by bridging, obviating the possibility of collision. The Grand Trunk Road is built by English capital, and in English style, wide guage (sic) and will cost too much money ever to be a paying concern. It does not touch the river at Prescott, the builders being fearful that some of its trade might be diverted by the Ogdensburg Roads. The same policy would successfully "run into the ground" all the paying roads ever built."

09/09/1854 *Ottawa Citizen**Ottawa and Prescott*

After Saturday 6th instant, and until further notice REGULAR PASSENGER TRAINS will run between Prescott and Kemptville as follows.

Leave Prescott at 10.30 a.m. stop at Spencer's and Oxford stations and arrive at Kemptville at 11.45a.m.

Leave Kemptville at 3.00 p.m. stop at Oxford and Spencer's stations and arrive at Prescott at 4.15 p.m.

For the present passengers for Bytown can proceed over Beckett's landing by the Rideau steam boats on Tuesdays, Wednesdays, Fridays and Saturdays.

Carriages will be in readiness on arrival at Kemptville to convey passengers to Beckett's Landing.

Passengers from Bytown for the steam boats will find carriages ready at Beckett's Landing to convey them to Kemptville in time for the train to Prescott.

H. Hough Superintendent

Sept 4 1854.

Also in 17, 23 September and 7 October editions. (30 Sep missing)

Note 6th was a typo - Saturday was the 9th.

16/09/1854 *Ottawa Citizen**Ottawa and Prescott*

We understand that the wires are about to be extended along the railroad from Bytown to Prescott and that preparations are being made to continue the connection by a cable from the latter place to Ogdensburgh through the St. Lawrence; we will then have direct connection. By this line with all the principal cities of the United States.

14/10/1854 Ottawa Citizen Ottawa and Prescott

After Saturday 14th instant, and until further notice REGULAR PASSENGER TRAINS will run between Prescott and Kemptville as follows.
Leave Prescott at 10.45 a.m. stop at Spencer's and Oxford stations and arrive at Kemptville at 12 noon.
Leave Kemptville at 3.30 p.m. stop at Oxford and Spencer's stations and arrive at Prescott at 4.45 p.m.
For the present passengers for Bytown can proceed over Beckett's landing by the Rideau steam boats on Tuesdays, Wednesdays, Fridays and Saturdays.
Carriages will be in readiness on arrival at Kemptville to convey passengers to Beckett's Landing.
Passengers from Bytown for the steam boats will find carriages ready at Beckett's Landing to convey them to Kemptville in time for the train to Prescott.
H. Hough Superintendent
Oct 10 1854.
Also in 21 and 28 October editions.

04/11/1854 Ottawa Citizen Ottawa and Prescott

Until further notice trains will run as follows.
Leave Gloucester (3½ miles from Bytown) at 7 o'clock a.m., stopping at Osgoode, Kemptville, Oxford and Spencerville and arrive at Prescott at 9½ o'clock.
Leave Prescott at 2 o'clock p.m. and arrive at Gloucester at 4½ p.m.
Stages will run regularly between Bytown and Gloucester: leaving Bytown in time for the 7 o'clock train to Prescott and leaving Gloucester on arrival of the train from Prescott to convey passengers to Bytown.
Passengers for Montreal or Kingston will arrive in Prescott in season for either of the mail steamers.
Passengers for New York, Boston or Montreal can proceed by the 2 o'clock train on the Ogdensburg Rail Road and reach Montreal the same evening or Boston and New York the day following.
R. Hough, Superintendent.
November 3 1854,
Also in 11, 18, 25 November and 2 and 9 December editions.

04/11/1854 Ottawa Citizen Ottawa and Prescott

From the Prescott Telegraph of 1st inst. Letter.
At a meeting held at Northrop's Hotel, Prescott on Friday 27th October, 1854, the following resolutions were unanimously adopted by a number of representatives on their return from a session of the G.D.S. of T., recently held. E.R. O'Reilly, G.W.P. being called to the chair, and H.W. Jackson requested to act as Secretary.
It was resolved that the thanks of the Grand Division are due, and are hereby tendered to the President and Directors of the Brown and Prescott Railway Company for the liberal manner in which they granted passage to and from Bytown.
That we feel strongly indebted to R. Bell, Esquire, the Secretary, the Superintendent, and more immediate managers, for their trouble and the kindness they exhibited in running trains at unusual periods, for our special accommodation.
That the courtesy and civility of the Conductors, and the parties in connection with the trains were particularly conspicuous.
That we consider the Road well built, and the trains, engines and other appointments of a very superior description, and doubt not that the public will appreciate the boon of possessing this accelerated mode of transit, and that it will be generally and extensively patronized.
(N.B. presumably G.D.S. of T. stands for Grand Division, Sons of Temperance)

11/11/1854 Ottawa Citizen Ottawa and Prescott

The whistle of the locomotive of the Bytown and Prescott railway can be heard distinctly in town.

24/11/1854 The Tribune, Ottawa Ottawa and Prescott

The Bytown and Prescott line we are informed, will be completed in the course of a few weeks; the poles now nearly all planted between here and Prescott, and if we can judge from what we have heard, it will be one of the best constructed lines in Canada.
We perceive the first imports to be made by the Bytown and Prescott Railway are made by our enterprising townsman, E. McGilvray, Esq. His full stock of Fall Goods have come on from New York and Portland in bond.

02/12/1854 Ottawa Citizen Ottawa and Prescott

The rails of the Bytown and Prescott road have been laid down to a point past the road near Billings saw mill in Gloucester, only three miles and a half from town.

16/12/1854 Ottawa Citizen Ottawa and Prescott

Until further notice the trains will start from the Montreal Road near the Rideau Bridge at the east end of Bytown at 7 o'clock a.m. (Railway time). After this date the railway company has no connection with stages or carriages carrying passengers to or from the cars.
14 December 1854

23/12/1854 Ottawa Citizen Ottawa and Prescott

We are authorized to state that during next week the fares on the Bytown and Prescott Railway will be for each passenger passing over the Railway and back again, two dollars. The fare being paid on the passage over, the Conductor will give tickets to return the holders thereof free of charge.

23/12/1854 Ottawa Citizen Ottawa and Prescott

Bytown and Prescott Railway
On and after Monday the 25th instant passenger trains will run as follows:
Leave Bytown at six a.m. railway time, stopping at Gloucester, Osgoode, Kemptville, Oxford and Spencers and arrive at Prescott at 9 a.m. in time to connect with the Ogdensburg Railroad train going east.
Leave Prescott at 5.30 p.m. (railway time) or on the arrival of the train on the Ogdensburg Railroad, stopping at the way stations mentioned and arrive in Ottawa at 8.30 p.m.

30/12/1854 Ottawa Citizen Ottawa and Prescott

On Monday next the arrangement for the transport of the through mail between this place Montreal and Quebec, via the Bytown and Prescott Railway commences. As the trains will connect through the Ottawa mail leaving in the morning will reach Montreal on the evening of the same day and Quebec next morning. These leaving Quebec on the evening train will arrive here the next night, and those leaving Montreal in the morning of each day will arrive here at 8.30 p.m. on the night of the same day. The general business of the Railway has already far exceeded expectations and is increasing so rapidly that it will require the best exertions of the company to accommodate the traffic this winter.

Bytown and Prescott Railway

On and after Monday the 1st January mail and passenger trains will run as follows:

Leave Ottawa City at six a.m. railway time, 5.30 Ottawa time, stopping at Gloucester, Osgoode, Kemptville, Oxford and Spencers and arrive at Prescott at 9 a.m. in time to connect with the Ogdensburg Railroad train going east.

Leave Prescott at 5.30 p.m. (railway time) or on the arrival of the train on the Ogdensburg Railroad, stopping at the way stations mentioned and arrive in Ottawa at 8.30 p.m.

03/01/1855 *Prescott Telegraph**Ottawa and Prescott*

Bytown and Prescott Railway

On Wednesday the 10th instant an excursion train will run from Prescott to the city of Ottawa, leaving Prescott at 10 o'clock A.M. and will arrive at Ottawa at 1 P.M. Passengers can leave Ottawa for Prescott at 5 P.M. same day or 6 o'clock next morning returning.

The fares will be two dollars payable on passing over the first time when tickets will be given for return free of further charge.

R. Hough, Secretary, Ottawa 2 January 1855.

20/01/1855 *Ottawa Citizen**Ottawa and Prescott*

R. Hough Esq. the Superintendent of the Bytown and Prescott Railway, having given notice that on the 10th instant, an excursion train would run from Prescott to Ottawa leaving Prescott at 10 a.m. on that day, a number of our citizens, a number of whom had never visited Bytown, determined to avail themselves of this opportunity of taking a ride over this new and important road and paying their Bytown neighbors a flying visit, and witnessing for themselves the beautiful and majestic scenery with which this new "City of Ottawa" is surrounded.

The day was cold but pleasant, the crossing over the St. Lawrence bad, inasmuch that but two or three small boat loads succeeded in getting over in time for the train. We happened to be among the lucky number, and found on our arrival at the depot a goodly number of our Prescott friends ready to accompany us.

The train started at the appointed hour and after a pleasant ride of about two hours and a half we were safely landed in the City of Ottawa. Bytown was nowhere to be found. On arriving at the British Hotel kept by MacArthur, we found good fires, attentive servants and last, though not least, an excellent dinner embracing all the delicacies of the season, to which our party did ample justice. After the removal of the cloth, several impromptu toasts were drank and appropriately responded to.

On leaving the table we were agreeably surprised to find a sufficient number of teams in waiting at the door from the livery stable of Luke Dubois which had been ordered by that prince of good fellows John S. Gillman Esq. of Prescott to carry our party over the city. We passed the balance of the afternoon and evening in viewing the Suspension Bridge, the Chaudiere Falls and other objects for which this city is noted. During our drive we made brief calls at the residences of several of the prominent citizens and partook of their whole-souled, old fashioned hospitality, among whom we must not forget our friend Lyon, proprietor of "Lyon's Hotel" near the Suspension Bridge where, in addition to a hearty welcome, we were entertained with an impromptu dance, which in its ease and naturalness, carried us back to the days when social enjoyment had not given way to stiff formalities and buckram etiquette.

Where much joy meets one on every side, time goes by on no lagging wing - and before we were aware of the fact, night had settled down upon the city.

At six o'clock in the morning, as many of the party as could shake off the agreeable appliances of Morpheus, arose and departed for their homes, where they arrived in safety, after another pleasant ride over this new railway, which connects the city of Ottawa with Prescott and Ogdensburgh "and the rest of mankind".

If the impressions we received while on this excursion were real, the city of Ottawa with the facilities now owned up by the Bytown and Prescott Railway, with its unequalled and sublime scenery, is destined, ere long, to become one of the greatest resorts of pleasure seeking travel on this continent.

Of this Bytown and Prescott Railway per se, and of the unequalled telegraph line now building, and which is nearly completed between Prescott and Ottawa, extending along the line of railway, by the Montreal, Prescott and Ottawa Company, we design hereafter to speak, as also of their purpose of putting down an English sub-marine cable between Prescott and Ogdensburgh. It is, we understand, the intention of this Company to put up two wires between Ottawa and Prescott, the posts for which are already set, are of uniform size and straight, and are put three feet in the ground, as all telegraphic posts should be. Messrs. Dodge, Dickinson & Co. are the contractors.

Ogdensburgh Republican.

Below is an article from the March 17, 1855, Ottawa Citizen reprinted in the Montreal Herald of March 29

A special and general meeting of Shareholders of the Bytown and Prescott Railway Company was held at the office of the Company in this city on Thursday last, the 15th instant, for the purpose of approving or disapproving the proposal to lease the Railway, and for the election of Directors. The meeting was well attended by the Shareholders holding considerable amounts of stock, and between sixty thousand and seventy thousand pounds paid up stock represented. The Memorandum of Agreement to lease the Railway entered into by the Board of Directors, subject to the approval of the Shareholders, was read, and after considerable discussion and explanation, a resolution approving thereof was carried unanimously.

The terms of this Lease, which is now "approved" by the highest authority of the Company, and is therefore concluded, are such that, when carried out it can scarcely fail to secure sound and highly beneficial results. For the first and second years the Company is to receive sixteen thousand six hundred pounds each year. - This sum is made up of four items:-

First - The interest of the first Mortgage Bonds, £100,000 sterling, at 6 per cent. per annum - which amounts to £7,300 per annum, currency.

Second - Interest at 6 per cent. and sinking fund, 2 per cent. per annum, on the second Mortgage, to secure the Municipalities of Bytown and Prescott in £75,000 - amounting to £6,000 per annum.

Third - Interest at 6 per cent. and sinking fund of 2 per cent. per annum on £35,000, to secure provisions for that amount in case it be required to complete the works, and for all contingencies that may occur - £2,800 per annum.

Fourth - The defraying the expenses of the Board of Directors and Executive of the Company, £500 per annum.

The third year there is to be paid the amount paid the preceding year, and in addition thereto 2 per cent. on £40,000 Preferential Stock. Of the Stock £25,000 is already issued in payment of Cars and Engines, and the remainder is to be applied to pay for the Vessel and Works being prepared for the Company's St. Lawrence Steam Ferry at Prescott, and on several other smaller demands.

The fourth year same as second year, and 4 per cent on the Preferential on Preferential Stock. The fifth year - ditto - and 6 per cent on Preferential Stock.

The sixth year same as fifth year, and 2 per cent on £45,000 old stock. Some five to seven thousand pounds of this amount of old stock now remains in the hands of the Company, owing to default in payments on Stock subscriptions.

The seventh year same as fifth year, and 4 per cent on said amount of old stock.

The eighth year same as fifth year, and 6 per cent on said amount of old stock.

Each subsequent year to end of Lease same as eighth year.

The Lease to take effect and commence on the first day of July next, and end on the 1st day of July, 1870 - making a period or term of fifteen years.

The several yearly amounts are as follows: -

1st year, ending 1st July, 1856,	£16,600
2nd " " " 1857,	£16,600
3rd " " " 1858,	£17,400
4th " " " 1858,	£18,200
5th " " " 1860,	£19,000
6th " " " 1861,	£19,900
7th " " " 1862,	£20,806
8th " " " 1863,	£21,700

And, as stated,

each subsequent year, - - £21,700

The policy adopted in this transaction is altogether different from the ordinary Railroad policy, which aims to pay immediate dividends on Stock, and let the future provide for the consequences. In this case the Shareholders. aim to secure the privation of floating debt and the extinction of the funded debt; and although they forego immediate receipts, yet the sinking fund is really so much added to the value of the Stock. The Stock is purely local and will never be seen in a Stock-market. The parties engaging in the Lease are perfectly responsible, and beyond all question possess the ability to carry out the engagements satisfactorily.

Immediately after the special meeting, at the same time and place, a General Meeting of Shareholders was held, and the following gentlemen were appointed Directors, viz: — John Mackinnon, Alfred Hooker, the Honorable Hemmet Pinhey, Daniel McLachlin, John Egan M.P.P., William Patrick M.P.P., A. Jones, John Moran, N. Sparks, Joseph Bower, Samuel Christie, David Spencer, and Joseph Aumond.

For Auditors - D. M. Grant, E. McGillivray, and Robert Farley.

In the course of the discussion on the subject of election of Directors, it was remarked that some of the directors gave themselves no trouble to aid in carrying through the undertaking, while the other Directors and the Officers of the company had been obliged to use every possible exertion, and it was hoped that all who accepted the trust would hereafter take share in the responsibilities and duties devolving upon them. — The utmost unanimity prevailed, and some allusions to the results already accomplished with the slender means set out with, and the management and exertions of the Company's Officers and some of the Directors, drew forth repeated cheers.

20/04/1855 The Tribune, Ottawa

Ottawa and Prescott

Rideau River bridge

The railroad bridge over the Rideau has been damaged by the ice.

26/04/1855 Brockville Recorder

Ottawa and Prescott

Rideau River bridge

The railway bridge over the river at the east end of the city is now in a condition to allow the trains to pass over it. The "St. Lawrence," one of the Company's heaviest locomotives, passed over it several times yesterday. The work is firm and secure. The passengers by the mail train this evening will be landed in the city, near Carleton street, and hereafter, passengers will not have to passover the Rideau to get to and from the cars. Citizen.

28/04/1855 Ottawa Citizen

Ottawa and Prescott

Rideau River

On Thursday, the 19th last, an extraordinary "shove" of ice on the Rideau moved two of the piers of the railway bridge of this city, so as to render crossing with the train impracticable. The next day, the inhabitants of the Town turned out and succeeded in passing the ice so as to relieve the bridge from further damage. A strong force of men was put on and by means of tackle, jack-screws and other contrivances the piers have been drawn back to their place. All further damage from the ice has disappeared for this year. The piers moved are only temporary structures erected for the purpose of passing the trains and to serve as scaffolding for the erection of the permanent iron bridge. The zeal displayed by our citizens in protecting the works is highly creditable - heavily loaded freight cars passed over last evening and the regular mail train will come late the city this evening.

11/09/1855 The Tribune, Ottawa

Ottawa and Prescott

Editorial comment on Ottawa and Prescott.

21/09/1855 The Tribune, Ottawa

Ottawa and Prescott

Further editorial comment. Who goes free, many deadheads.

31/10/1855 Prescott Telegraph

Ottawa and Prescott

During the snowstorm on Thursday last, one of the locomotives of the Bytown and Prescott Railway ran over and killed three head of cattle belonging to Mr. Michael Welsh of the Township of Edwardsburg. Mr. Welsh, we understand, has had six head of cattle killed upon the railway within the last few months.

We regret to learn that a son of Mr. Patrick O'Keefe, of Edwardsburg, was seriously injured on Thursday evening last, near Spencerville. While the cars were running at the rate of 25 miles an hour, he foolishly jumped from the platform of the cars. The conductor stopped the train immediately and went back, and his friends carried him off, - when last heard from he was not expected to live. It appears he asked the brakeman at Spencerville, if he could get on the cars and ride two miles and then jump off. He was told that he could not, and was not seen by the brakeman after that until the accident happened. No blame is attached to any person on the train.

06/03/1856 *Bytown Gazette* *Ottawa and Prescott*

Letter from O. & P. Railway, 4 March.

Agreeable to a resolution of the Board of Directors of the Ottawa and Prescott Railway, authorizing the publishing of monthly statements of income in such papers as will publish same free of charge, I beg to send for your issue, which, if you will give it insertion as above will oblige.

John R. White.

Secretary

Earnings of the O. & P. Railway for the month of February 1856--\$3110 74

do 1855 \$1616 87.

Increase \$1493 87

Gazette then goes into a diatribe about free of charge and why not publish the expenses.

14/03/1856 *The Tribune, Ottawa* *Ottawa and Prescott*

Bytown and Prescott Railway.

We hear of no road in Canada or the United States on which the cars have made such good work. The Grand Trunk cars have been now four days behind, and have lost several days during winter, while on this road only one day has been lost. The credit in this is in a great part due to the perseverance and activity of the Contractor Mr. James Goodwin, whose whole soul seems wrapt in keeping the track clear and the business world moving.

20/03/1856 *Brockville Recorder* *Ottawa and Prescott*

The construction of the Bytown and Prescott Railway, traversing the village of Prescott north and south, opening up a speedy and uninterrupted commerce with the Ottawa country, was a project which at first staggered the belief of many as to the possibility of its being prosecuted to completion; but the work is done, and we now behold the iron horse daily sweeping into the very heart of Prescott, and after taking breath, rushing back to the Ottawa, with the shrill whistle and trailing columns of smoke, the signals of arrival presenting a change pleasing to the eye, musical to the ear and cheering to the heart. How different from the spectacle presented by Prescott for a long series of years back in the smoky past. Nor is this all - The Grand Trunk Railway, the wonder of everybody, and the admiration of all, threading the village in an almost opposite direction, with all the paraphernalia of the best road on the continent, has already opened daily communication with Montreal, and is stretching away through the Upper Province, to bring to the doors her children and her children's children. More.

09/05/1856 *The Tribune, Ottawa* *Ottawa and Prescott* *Kemptville*

On Tuesday evening last, the passenger car of the Express Train from Prescott to this city, a few miles from Kemptville, got off the track, and we are sorry to say that a most deserving young man, named James Baskerville, a resident of this city and employed as brakeman on the car, in attempting to jump off, got his leg entangled in the machinery, so that it was mangled in a most dreadful manner. On the train arriving at Kemptville medical aid could not be procured so that the poor sufferer had to be brought on to this city. -- died in hospital.

05/06/1856 *Brockville Recorder* *Ottawa and Prescott* *Kemptville*

An accident occurred on Tuesday evening last on the Ottawa and Prescott Railway, by which a brakeman named Baskerville, lost his life. As the express train from Prescott was proceeding on its way to Ottawa, when about four miles west of Kemptville, the locomotive ran over a cow. The brakeman was on the rear of the baggage car at the time, and as he stepped on the passenger car to put on the brakes, the "coupling" gave way and he fell between the cars. His leg was broken to pieces, and he was otherwise fearfully mangled. Life, however, was not extinct; and Conductor Whitney took the body on the locomotive as far as Kemptville, where he met the Accommodation train waiting for him to come up. He then placed him under the care of Conductor Daniels (on his way to Prescott), who returned immediately to Ottawa City with him, where medical aid was immediately procured. In spite of all that could be done, he died before morning. Prescott Messenger.

12/09/1856 *The Tribune, Ottawa* *Ottawa and Prescott*

The permanently established character of the Ottawa and Prescott Railway and the facility which it affords to the merchantile community in the transport of their goods is evident from the fact that in one year the traffic has increased 88 per cent in the past month over that of the corresponding month (August) of last year. - Quebec Chronicle.

25/09/1856 *Brockville Recorder* *Ottawa and Prescott*

The Prescott Messenger appears wrathly at out strictures on the purchase of the cars belonging to the Ottawa and Prescott Railroad by Solicitor General Smith. Our contemporary cannot, however, deny the fact, but explains it in this way. The Parliament granted two millions to the Grand Trunk Railroad. In this grant was included £100,000 in aid of the Prescott and Ottawa and Coburg and Port Hope Railroads. The £13,000 paid for the cars was part of the £100,000. More.

01/05/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

A friend who has just returned from a trip to Ottawa City, over the Prescott and Ottawa Railway, was so delighted with his trip that he wrote us a communication expatiating on the same, which we have not room to print today. He represents the road as in excellent condition, and as doing an amount of business highly encouraging. The Presidency of this Railway, under Robert Bell, Esq., with his kind, attentive and gentlemanly Superintendent, Benjamin French, jr., Esq., is the best possible guarantee of its stability, and of its doing all that the most fastidious or exacting could ask in the way of speed, comfort and security to both passengers and freight - Ogensburg Republican.

10/07/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

A discussion took place in the City Hall on Monday night, on the subject of interest due on the loan made by the City to the Railway, which must now either be paid by the Railway Company or by the citizens, to whom an additional tax of three shillings on the expound this year would be an unpleasant demand. One of the City fathers stated that Mr. Bell, the President of the Company, when requested to meet the payment, distinctly refused to do so, adding that he "held the reins of the iron horse and would drive it where he pleased". If it be his pleasure to drive away and leave the dupes in the lurch, whom he and other railway advocates led by misrepresentation and fraud to vote the loan of fifty thousand, it would be one of those acts which Robert Bell alone could be guilty of. It appears to us, however, that the money appropriated by the legislature to aid the road can be withheld until the city is secured. Some time ago we understood that no annual election of directors had taken place; the officers hold their places, however, and may be wholly irresponsible in law as they are in fact. It would be most unjust to place public money in the hands of such men, more especially as the financial affairs of the road have never been submitted to the stockholders or the public, and the general belief is that the high toned morality which distinguished other petorious corporations has prevailed in this. We believe that two or three Boston men hold preferential stock which controls the entire road, and how they obtained that stock, or what was the value received, we have not heard, further than a ferry boat which they took back at a loss of twenty thousand pounds to the Company. The nominees of three Boston men will handle the money, and if no account is to be given of the expenditure, better try some other plan of relieving the road with it.

17/07/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

Mr. Robert Bell.

This gentleman comes out in the last Citizen over his own signature, denying that he ever made use of the words attributed to him in our last issue. Viz., "That he held the reins of the iron horse, and would drive wherever he pleased." The statement was made on the authority of one of the City Fathers. More.

28/05/1859 *The Tribune, Ottawa* *Ottawa and Prescott*

--and come to Ogdensburgh, immediately opposite which place lies Prescott, one of the termini of the Ottawa & Prescott Railway.

This road runs two daily passenger trains each way, is in every respect a well appointed and well worked road, under the superintendence of B. French Jr., Esq., of Prescott, a most worthy and justly respected man. The train upon which we took our passage was conducted by E. Whitney, Esq., every inch a gentleman, a through (sic) worker, and has been connected with the road since its commencement. By this route Ottawa can be reached in about 10 hours from Watertown.

01/07/1859 *The Tribune, Ottawa* *Ottawa and Prescott*

Letter from Ottawa City Finance Committee to Robert Bell regarding requirement to pay unpaid interest on original £50,000 loan.

10/08/1859 *The Union, Ottawa* *Ottawa and Prescott*

Proceedings of City Council on the £50,000 loan to the Ottawa & Prescott Railway.

24/08/1859 *The Union, Ottawa* *Ottawa and Prescott*

Speculation that city will be relieved of the obligation to pay £30,000 this year.

24/08/1859 *The Union, Ottawa* *Ottawa and Prescott*

More on the Ottawa & Prescott loan.

24/09/1859 *The Tribune, Ottawa* *Ottawa and Prescott*

Correspondence regarding the municipal loan.

04/10/1859 *Ottawa Citizen* *Ottawa and Prescott*

Ottawa and Prescott bonds. Court of Chancery 30 Sept.

11/11/1859 *Ottawa Citizen* *Ottawa and Prescott* *Osgoode*

In consequence of the negligence of the switch tender at Osgoode station on the Ottawa and Prescott Railway a slight collision took place on Wednesday last between the mail train north and the accommodation south, by which nothing more serious than the demolition of a couple of cow catchers and the detention of an hour and a half occurred. The trains are again running as usual.

16/11/1859 *The Union, Ottawa* *Ottawa and Prescott*

A slight collision upon the Ottawa & Prescott Railway occurred last week through the awkwardness or carelessness of a switchtender named Davis. Nothing serious happened Mr. Whitney the conductor, we regret to learn, was thrown off and slightly injured.

29/02/1860 *The Union, Ottawa* *Ottawa and Prescott*

Report on Ottawa and Prescott annual report.

09/05/1860 *The Union, Ottawa* *Ottawa and Prescott* *Sussex Street*

About four o'clock, on Monday morning, the Railroad Depot Buildings of the O. & P. R.R. Co., were discovered to be on fire by the Watchman in charge. Before adequate assistance could be obtained, the buildings and four cars, loaded with freight, were consumed. The loss is about \$15,000, of which \$5,000 will fall upon the R.R. Co., the remainder being stock of our City Merchants. C?? Patterson is now engaged in an investigation as to the origin of the fire, and we ?? insinuating incendiarism pending the investigation.

11/05/1860 *York Herald* *Ottawa and Prescott* *Ottawa, Broad Street*

Ottawa Railway Station Destroyed.

Yesterday morning about 4 o'clock, another fire occurred in Ottawa, by which the Railway Station, together with five cars of merchandize, were totally destroyed. The station was of small size and not worth much, but the contents are said to have been valuable. Mr. Hargreaves, of Hamilton, we regret to learn, has lost a large quantity of hams: and Mr. W.M. Mathieson, a barister of this city, who, intending to commence practice in Ottawa, had sent his law books forward, is also a sufferer. The fire is thought to have been the work of an incendiary. Two men employed in the erection of the new Parliament buildings have struck for higher wages, and, as the contractors resist their demands, have, it is said, threatened to burn the city. To one of their number the destruction of the depot is attributed.

12/05/1860 *The Tribune, Ottawa* *Ottawa and Prescott* *Sussex Street*

At an early hour on Monday morning the inhabitants of this city were roused from their slumbers by a cry of fire. A glance in the New Edinburgh direction discovered to us that the fire was in or about the premises of the Ottawa & Prescott Railroad Company. Proceeding to the spot we found the station buildings enveloped in flames. It was evident that any attempt to save the buildings would prove fruitless. The flames soon communicated to the cars of a freight train which was in close proximity to the station, and despite the efforts of the citizens to save them, four out of the fourteen were burnt before the train could be removed. The Station House and cars were filled with valuable merchandise, and the loss incurred in consequence is very serious. It is estimated at about \$15,000. This loss is distributed among several parties to whom the merchandise belonged. The O. & P.R.R. Co. lose about \$5,000. There was no insurance on any of the property consumed.

The inquest into the late fire at the Railway Depot concluded its investigation on Saturday last, seven of the jurors returning a verdict of incendiarism, we presume, in the total absence of all proof as to the cause or origin of the fire. Our contemporary, the Citizen gives the following version of the affair, requesting us to make a note of it a la Captain Cuttle:

Incendiarism: The jury empanelled to inquire into the origin of the recent fire at the Railway Depot have come to the conclusion that the said fire was the work of an incendiary. Will the Tribune make a note of this?

Complying with all due courtesy with our contemporary's request, the only note-worthy point in this announcement is the significant suppression of the fact that five of the jurors refused, in the absence of all proof of the facts, to return a verdict not in accord with the evidence before them. It would have been more ingenuous on the part of the Citizen to have declared at once the true state of the case, as better suited to the interests of the city, even if he had committed himself to a foregone conclusion as to the cause of the fire, which it is evident he arrived at by the same delightful process of induction as the seven intelligent jurors. If it would not be too much troublesome a task our contemporary had better give the evidence on which those lights of the age founded their decision, especially as the incendiary is represented by that convenient person, Mr. Nobody.

The principal witness on the occasion was the watchman at the depot. His evidence amounted to the fact that the fire originated in the store immediately adjoining the ticket office, in which he kept watch, and had a drunken friend reposing at the time. In the said store there were some fifteen barrels of big wines leaking, and at least one barrel of camphene or burning fluid; and in making his usual rounds, the watchman had been in the store with a lantern some short time previous to the fire being discovered. It is hardly necessary to go into his statement further than to notice the fact that some five or six minutes previous to the outbreak of the fire three men came on to and passed along the platform on which the stores and offices were situated, and passed the watchmen, walking at a rapid pace. He states he followed them for some seventy yards, and on his return saw smoke issue from inside the store, his friend the drunken man being profoundly asleep all the time. A smart explosion followed and he endeavoured to save the books of the establishment, in which he was successful. As regards the three men, he says he heard their steps from the moment they put foot on the platform, a distance of fully two hundred feet where he sat at the door of the Office, and it is hardly likely they could be setting fire to the store within thirty feet of him, without hearing or being aware of their proximity.

We are perfectly alive to the loss sustained by the Railway and the public on this occasion, and sincerely sympathize with both; but it is a false poeity to jeopardize the good name of a community for the purpose of screening the mismanagement, carelessness, or misfortune of individuals, such conduct being alike injurious to private as well as public interests, affecting the credit of our business men and bringing the character of the city into contempt.

The public have no reason to be satisfied with the result of the inquest or the consequences likely to flow there from; and we trust the President of the Railway, as well as the Mayor of the city, will take such steps as will throw more light on this mysterious occurrence, in which the hand of an incendiary cannot be traced. The evidence given before the coroner furnishes groundwork for a searching investigation by parties unprejudiced by local feelings; and it is as necessary for the fair fame of the city, the character of the Railway management, and the prospects of our businessmen, that such inquiry should be neither delayed or obstructed. The city authorities should take immediate steps in the matter, as the affair is now in as unsatisfactory state as before the investigation. We repeat again that there is so far not a shadow of evidence to warrant the conclusions arrived at. Of this the Citizen may make as many notes as he pleases. At the same time we would recommend the perusal of the moral law bearing about false witness, to his consideration.

01/12/1860 *The Tribune, Ottawa* *Ottawa and Prescott* *Kemptville*

As the accommodation train from Prescott was passing near Kemptville, on Thursday, a poor woman, named Allan, in attempting to pass the track, slipped and fell, and before the train could be stopped it passed over her body, completely severing it in two. A coroner's inquest will be held and full inquiry instituted.

11/06/1861 *Ottawa Citizen* *Ottawa and Prescott*

The new arrangement which started yesterday affords speedy traveling between this city and Montreal. Passengers leave Ottawa at 7 a.m. and arrive in Montreal at 2 p.m. thus making the run through in seven hours, and affording the Quebec passengers the opportunity to transact business in Montreal. From Montreal to Ottawa the run is made in eight hours - leaving Montreal at 8.30 a.m. and arriving in Ottawa at 4.30 p.m.

08/03/1862 *Ottawa Citizen* *Ottawa and Prescott*

One of the locomotives on the train from this city on Wednesday last broke one of the cylinder heads near Gloucester and the second locomotive was thrown (?) from the track near Kemptville. A third locomotive was procured from Prescott, which took the train and the passengers on to that place. Owing to this accident there was no ? to the city yesterday. The damage to the locomotives is very slight and the trains will resume their regular trips today.

19/04/1862 *Ottawa Citizen* *Ottawa and Prescott* *Rideau River bridge*

On Wednesday the water began suddenly to rise and the ice, being double the ordinary thickness at this period and more than usually flinty from the absence of any thaw.--

Two or three bridges above the railway were early carried away. So great was the rise of the water several times during the day that the ice, which had accumulated in immense masses above the railway bridge was shoved up far from the shore and some small houses and fences were demolished. The three solid stone piers in the channel were much damaged. A quantity of the masonry was swept away and the intermediate wooden piers were greatly injured. It was deemed best not to trust the train on the bridge on its arrival. Passengers crossed the Rideau on foot and the baggage and mails were carried across on small cars. The road bridge at New Edinburgh was at one time in great danger, and is considerably damaged; but unless an unexpected rise in the river takes place or some of the dams on the canal give way, which would endanger the railway bridge, all danger for the road bridge is passed.

The streams between here and Prescott have risen to an unusual height and the railway track is in many places inundated. Owing to this and some slight damage which has occurred on the Nation river bridge near Spencerville, no train will pass the railway tomorrow, but it is expected business will be resumed on Saturday.

26/04/1862 *The Union, Ottawa* *Ottawa and Prescott*

A regular train passed over the Ottawa and Prescott road yesterday, and Montreal mails of the previous day reached this city.--

26/04/1862 *Ottawa Citizen* *Ottawa and Prescott*

A portion of the railway is still flooded but the water is gradually lowering and it is expected by the first of the ensuing week trains will commence running regularly.

05/08/1862 *The Union, Ottawa* *Ottawa and Prescott* *Sussex Street*

On yesterday forenoon, shortly after the arrival of the cars, a little boy about eight years of age, the son of a laboring man of the name of Neil, who has lately arrived in Canada from England, was killed at the railway station. It appears that the little fellow was holding on by the window on the outside of one of the passenger cars, when the train began to move and in attempting to slip on to the platform fell down between it and the cars. The space between the platform and the cars was only about ten inches. He was twirled along for about fourteen feet, and when the cars were stopped he was so badly caught between them and the platform that it was with some difficulty that he was extricated. He was immediately conveyed to the house of his parents a short distance from the station, where after a few moments he expired. This is the second child that has been killed at the railway station within the last few weeks. Surely some provision ought to be made to keep such young children of the platform of the station (sic), and from hanging about the cars. If something is not done this time it is hard to say how many deaths may take place,

The formal opening of the Ogdensburgh, Rome and Watertown Railway, which gives Ottawa a shorter and more direct communication with New York, was taken advantage of by a large number of the most distinguished citizens of New York, Albany and the other places of note on the line of the New York Central Railway, to pay a visit to Ottawa. Their intention having become known a few days ago, a large number of our citizens determined on giving them a cordial reception as well to mark the friendly feeling entertained by us towards the American people --

Accordingly, yesterday morning on the arrival of the morning train, a long string of carriages were at the depot ready to receive our visitors -- Then follows an account of a banquet and speeches.

Mr. Bell-- We turned the first sod on the 2nd of September 1852. On 29th December we brought the first engine through and formed our first train, and we have continued on the even tenor of our way - not altogether noiseless, it is true - from that day to this (Applause) It was a strange sound to hear the steam whistle, but I believe there was not a single person in the city, although the sound was unharmonious, that was not as pleased to hear it as I was. More.

26/08/1862 *The Union, Ottawa* *Ottawa and Prescott*

Railroad excursion to Ottawa - Conductor White in charge --

11/10/1862 *Ottawa Citizen* *Ottawa and Prescott* *Sussex Street*

Account of the arrival of the Governor General in Ottawa by O&P.

27/11/1862 *The Union, Ottawa* *Ottawa and Prescott* *Prescott*

The third rail alongside the old track of the O & P Railway, and which is intended to connect the Grand Trunk with the river, is now laid down from the Junction to the river; and by 1st of May next it is intended to have a wharf finished 400 by 100 feet running from the present wharf towards Capt. Farlingen's property. On this will be erected a freight shed 200 by 40 feet -- Prescott Messenger.

02/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Ottawa & Prescott Railway
An Extraordinary proceeding - article.

09/05/1863 *The Union, Ottawa* *Ottawa and Prescott*

Account of Uproarious meeting of Ottawa and Prescott shareholders.

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

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

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

Full account of mob taking possession of the company's offices during shareholders meeting. Locomotives and cars all removed to Prescott where they will all be looked after.

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

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

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

Continuation of the railway investigation, witnesses etc.

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

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

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

Continuation of the railway investigation, witnesses etc.

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

Continuation of the railway investigation, witnesses etc.

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

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

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

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

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

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

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

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

30/07/1863 *The Union, Ottawa* Ottawa and Prescott

Account of the meeting of the shareholders of the Ottawa and Prescott Railway to elect directors.

31/07/1863 *Ottawa Citizen* Ottawa and Prescott

Report of the general meeting of the shareholders of the Ottawa and Prescott Railway..

A drop in traffic last year was as a result of a stoppage in the work on the parliament (stone from Ohio).

Settlement with Ebbw Vale.

An arrangement has been concluded with the Grand Trunk Railway for a communication between the junction at Prescott and the St. Lawrence River, over our track. On our part it is agreed to receive goods and passengers for them and move them in their cars between the Wharf and the Junction, and also to build an addition to the wharf at Prescott to afford the needful accommodation for the business. On their part they agreed to advance \$7,000 to construct the new works and to pay to this company thirty-five cents per ton on their goods so received and moved and also a fair allowance on passenger traffic. The arrangement will afford this company a fair profit on the work done, and at the same time an advantage to them and to Prescott.

More

Robert Bell.

01/08/1863 *American Railroad Journal* Ottawa and Prescott

Prescott

Railroad Connections with West.

We understand that the negotiations which have been for sometime in progress to effect a practical consolidation of the five lines of Railroad, viz: The Lowell, Concord, Northern, Vermont Central and Ogdensburg, with the East Boston Freight Railroad and thus with tide water at East Boston, was consummated on the first of the present month and the line is now in practical operation. The steamer St. Lawrence which was launched at Ogdensburg some weeks since, commenced her trips between Ogdensburg and Prescott on the 29th of June, thus connecting the lines of road specified above with the Grand Trunk railway and transporting freight cars and passengers. At the same time an express passenger train was put upon the line leaving Boston at 6 A. M., arriving at Ogdensburg the same evening, and going through to Chicago in 49 hours.

The roads forming this line are making every effort by providing the best accommodations at low fares, to increase the business connections of Boston with the West. Nearly every day since the arrangements were completed, quantities of flour, oats and other merchandise have arrived at Lombard's wharves, and been discharged direct from the cars into warehouses, thus saving the expense of teaming, extra handling &c. We believe that this consolidated line is to have important bearing upon the business interests of Boston, particularly if our merchants by the establishment of lines of steamers and packets to Europe will furnish an outlet for the flour, grain and other produce which will find its way here. Boston Journal.

15/01/1864 *Ottawa Citizen* Ottawa and Prescott

Prescott 25 November 1863. Ottawa and Prescott advertising a through mixed train and a way mixed train in each direction.

26/02/1864 *Ottawa Citizen* Ottawa and Prescott

Prescott January 26 1864. Commencing 1 February 1864. One passenger train in each direction daily.

Yesterday afternoon a very melancholy accident occurred on the Ottawa and Prescott Railway. As the train was slowly leaving Osgoode station, Mr. Max Spotswood, the road master, attempted to get on it. While in the act, however, his foot slipped and, sad to relate, he fell between the cars and the platform, and was so crushed that he expired in about five minutes. The deceased was about 35 years of age and had been employed on the road, except for a brief period, from the time of construction till the moment of his death, he having assisted in the laying of the rails from Prescott to Ottawa. He was a quiet, unobtrusive, intelligent, steady, hard-working man and was highly esteemed by all of the officials and employees of the road. The remains were removed to Kemptville, where an inquest was to be held last evening. The deceased leaves a wife and two children to mourn his premature end.

25/03/1864 *Ottawa Citizen**Ottawa and Prescott**Prescott*

Prescott Telegraph - The Grand Trunk Railway have a number of men employed building a new dock several hundred feet in length, near the terminus of the Ottawa and Prescott Railroad at Prescott - they intend to erect upon it an immense store house capacity for sixty thousand barrels of flour. The want of such storage accommodation at this point has been much felt a considerable period.

08/04/1864 *Ottawa Citizen**Ottawa and Prescott*

Prescott March 23 1864. Commencing April 4 two trains daily each way. A through mixed train and a way mixed train.

15/04/1864 *Ottawa Citizen**Ottawa and Prescott**Prescott*

The number of passengers carried by the Grand Trunk Railway branch train connecting with the Ogdensburgh Road for the week ending April the 9th was 411. The ferry boat "St. Lawrence" carried over during the week about 100 cars including 15 carloads of livestock. This, remarks the Prescott Telegraph, will afford some idea of the large and still increasing traffic between the two railroads at this point.

20/05/1864 *Ottawa Citizen**Ottawa and Prescott*

Ottawa City Council. Moved by Ald. Scott, seconded by Ald. Cunningham, that the bill entitled "an act for the relief of the Ottawa and Prescott Railway and for the ensuring of the efficient working of the Railway and for other purposes", together with the communications from the Hon. James Skead, be referred to a special committee composed of Ald. Friel, Eagleson, Preston, Cunningham and the mover, to report (with a draft petition if they consider it necessary) to this council at the next meeting, either special or otherwise; and in the meantime, that His Worship the Mayor communicate with the City Member asking him to use his influence to delay the passing of that bill till this Council shall have had an opportunity of expressing an opinion thereon.

26/05/1864 *The Union, Ottawa**Ottawa and Prescott*

Text of petition of Prescott Corporation against the Railway Bill.

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

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

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

Faintly as tells the evening chime

Our voices keep tune, and our ears keep time

Soon as the woods on shore look dim

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

Row, brothers, row, the stream runs fast,

The rapids are near and the daylight's past.

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

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

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

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

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

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

Bruin

16/06/1864 The Union, Ottawa Ottawa and Prescott

The Citizen of Friday last announces in double leaded type, that the officials of the Ottawa and Prescott Railway Company have received orders for closing the road within a fortnight, on account of the Ottawa and Prescott municipalities opposition to the bill now before Parliament. We question if a more flagrant attempt to bully a bill through Parliament has ever been witnessed in this or any other free country.

28/06/1864 The Union, Ottawa Ottawa and Prescott

On 24th instant the petition of the City Corporation to the Legislature in relation to the Ottawa & Prescott Railway Bill, was presented to the House of Assembly. The Railway Bill has been thrown out in Committee of the Whole. It met with the fate it deserved.

22/07/1864 Ottawa Citizen Ottawa and Prescott

Commencing Monday 16th May, 1864. One mail train and one accommodation train in each direction daily.

26/08/1864 The Union, Ottawa Ottawa and Prescott Billings Bridge

The mail train from this city yesterday morning was detained some hours in consequence of having run over a cow, in the vicinity of Billings Bridge. The animal suddenly rushed on to the track affording the engine driver no chance to avoid the accident. The tender was thrown off the track and the cow killed - that was the amount of the damage done.

03/10/1864 The Union, Ottawa Ottawa and Prescott

It is said the Mayor of the city has been served with a Notice in Chancery to the effect that the Ebwvale (sic) Company, who hold a mortgage on the Ottawa and Prescott Railway, are proceeding to procure its foreclosure.

If this foreclosure is effected this city will lose a debt of probably \$400,000 inclusive of interest. More.

04/10/1864 Ottawa Citizen Ottawa and Prescott

Full report of the debate in the House of Assembly of the Ottawa and Prescott Railway bill.

08/10/1864 The Union, Ottawa Ottawa and Prescott

Letter received by the Mayor from the Grand Trunk regarding the Ottawa and Prescott.

- the bridges and permanent way of the Ottawa and Prescott Railway are greatly out of repair - unless understanding is come to that will secure repairs the destruction of the a large part of the rolling stock this season must be the result.
- Grand Trunk holds a Chattell Mortgage upon the rolling stock.
- unless some arrangement can be arrived at to put it in a safe and proper state the Grand Trunk will, for their own protection, take possession of the rolling stock now used on the Ottawa and Prescott Railway and remove it from the Ottawa and Prescott Railway.
- will act as above after waiting a week.

By reason of the law proceedings now in progress against the Ottawa and Prescott Railway - which proceedings result from the defeat of the Bill for the relief of the Company, brought forward by Mr. Bell at the last session of Parliament - the effects we regret to say, may be important. We feel it due to the public to place before them the following correspondence, a portion of which has already appeared in print.

No. I

Ottawa and Prescott Railway Office

October 4, 1864

To the Mayor of Ottawa

Sir - I beg to inclose herewith copy of a letter received by the last mail from the Solicitor of the Grand Trunk Railway Company, as I deem it my duty to inform you of the proceedings therein explained.

I have the honor to be, Sir, your obedient servant

Robert Bell, President

No II

Grand Trunk Railway of Canada

Solicitor's Office Belleville

October 3 rd, 1864

Sir - The Grand Trunk Railway Company of Canada as one of the mortgagees of the Ottawa and Prescott Railway, has been served with papers in the Suit heretofore instituted by the holders of the first Mortgage Bonds of the Ottawa and Prescott Railway Company, against the Corporation of Ottawa, the Corporation of Prescott and the Ottawa and Prescott Railway Company.

From the papers it appears that the idea of an amicable agreement between the parties involved is at an end, and the intention now is to fight it out, taking the results whatever they may be.

It is also known to the Grand Trunk Railway Company that the bridges and permanent way of the Ottawa and Prescott Railway are greatly out of repair, and that, therefore, unless such an understanding is at once come to between the parties interested in the above suit as will secure extensive repairs to the Ottawa and Prescott Railway immediately, the destruction of the rolling stock, or a large part of it, this season, must be the result.

The Grand Trunk Railway Company, you are aware, holds a Chattel Mortgage upon this Rolling Stock, for a sum now amounting to about forty or fifty thousand pounds, which Mortgage is, in fact, their entire security for the large amount advanced to the Ottawa and Prescott Railway Company under the "Aid Act".

Looking, therefore, to their own interests, the Grand Trunk Railway Company cannot, while litigation of the character indicated in the papers served is going on, and the Ottawa and Prescott Railway is in its present state, and without prospect of its being paid, consent to allow this Rolling Stock held by them under their Mortgage to be run any longer.

I am, therefore, directed to inform you that unless the parties to the said suit come to some immediate arrangement by which funds will be procured to put the Ottawa and Prescott Railway in a safe and proper state, and by which. Also the present litigation will be discontinued, the Grand Trunk Railway Company will, for their own protection, take possession of the Rolling Stock now used on the Ottawa and Prescott Railway and remove it from the Ottawa and Prescott Railway.

I will ? one week from the date of this letter, and ? in the meantime. Some arrangement instead, I shall, on behalf of the Grand Trunk Railway Company, act as intimated above.

I have the honor to be your obedient servant.

John Bell, Solicitor G.T.R. Co. of Canada

No III

Ottawa and Prescott Railway Office

Oct 5th 1864

M.K. Dickinson Esq.

Dear Sir

I am notified by the Sherriff that he will, this day, seize the Rolling Stock of the Ottawa and Prescott Railway Company, and will retain it here and prevent its being used by the Company unless security be given that the property will be forthcoming on the day of sale.

I beg to ask of you, as Mayor of the City, if you will be pleased to enter into bonds as such security.

Yours etc

R. Bell, President.

No IV

Mayor's Office, City Hall, Ottawa, Oct. 6, 1864

Robt. Bell Esq, Pres't of the Ottawa & Prescott Railway Co.

Dear Sir, - I beg to acknowledge receipt, last evening, of your favor under date of the 4th inst., containing the notification that your Company had been advised by the Sherriff that he should immediately seize the Rolling Stock of the Ottawa and Prescott Railway Company, and requesting the writer, as Mayor, to enter into bonds that the property so to be seized shall be forthcoming on the day of sale.

In reply I have the honor to inform the Company that I am advised that no such authority is vested in the Mayor of this Municipality, consequently I regret that it is out of my power to comply with your request.

I remain, yours respectfully

M.K. Dickinson, Mayor

No. V

Ottawa and Prescott Railway Office

Ottawa, Oct. 6th, 1864

Dear Sir, - I have yours of this date in reply to mine of the 4th instant, and as regards the security in question your bond will be quite sufficient, and acceptable, over the signature of "M.K. Dickinson." If the addition, "Mayor of Ottawa," appears after it, that will be only as addition. All I have to say is, that being anxious to keep the Railway open and as I could not do so without the rolling stock, I applied to you to help towards that end, as it was out of my power to effect it alone personally. My anxiety may be annoying, but I regret deeply that the Railway may be closed almost immediately for want of that security.

Yours very respectfully, Robert Bell.

M.K. Dickinson. Esq., Mayor of Ottawa

It is doubly to be regretted, that in an case of this kind, where very small risk for a few days was the sum total of liability, parties who were efficient in defeating the Railway Bill and took credit therefor in print, met this request with a refusal. We gie this portion of the correspondence because most of it appeered in the Union of Saturday. Otherwise we would have left it untouched as the proceedings of private parties.

Reference to this subject is, at the present moment, far from agreeable. We now experience the consequences of the opposition to Mr. Bell's bill of last session.

The parties intersted do not appear to have harmonized, and we are far from believing the result will be beneficial to those who cause the difficulties. Although a public matter, it is at the same time a matter between the parties who joined in a great enterprise, the direct benefits of which have been realized mainly by Prescott and Ottawa, and this section of the country. The local hostility against this road cannot fail to be injurious, and it rests with those who have brought about this state of things to justify the course which they have taken. The railway from Brockville to Arnprior, we understand, will be opened immediately. We are far from saying that that hostility could have had any effect in this respect; but those interested in that road do at present congratulate themnselves upon the course taken by the municipal authorities of this city. Whatever be the consequences, our corporation has very greatly assisted them against the interests of this city, commecrially, to say nothing of what the effects may be as to the removal of the seat of government,

14/10/1864 Ottawa Citizen Ottawa and Prescott

Correspondence regarding the Ottawa and Prescott ---

The principal structure is on the Rideau near this city; and it was only by putting in new timbers within two weeks past that Mr. Bell could venture to allow the trains to pass over it. Although the railway is now closed we can state as fact within our own knowledge that even with the recent repairs, had the road remained open, Mr. Bell would not have allowed trains to pass over many days longer because being a wooden structure and portions being rotten it would not be safe.

14/10/1864 The Union, Ottawa Ottawa and Prescott

Report of special Railway Committee of Council.

15/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

17/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

18/10/1864 The Union, Ottawa Ottawa and Prescott

Document which accompanied the special report.

18/10/1864 Ottawa Citizen Ottawa and Prescott

Much correspondence on Ottawa and Prescott.

21/10/1864 Ottawa Citizen Ottawa and Prescott

Correspondence regarding Ottawa and Prescott. In the hands of the sheriff. --

Yesterday, pursuant to notice, the Rolling Stock of the Ottawa and Prescott Railway was sold, at the railway depot, under writs of fieri facias in the hands of the Sheriff. The property submitted for sale consisted of three engines, 26 box cars, 23 flat cars, three first-class cars, two second-class cars and two baggage cars. The sale commenced between twelve and one o'clock and was conducted by the Deputy Sheriff, Mr. Bailiff. The audience was not very numerous, but amongst those present, we observed the President of the road, Mr. Robert Bell, the Vice President and representative of the Ebbw Vale Company, Mr. Thomas Reynolds, the Solicitor of the Grand Trunk Railway Company, Mr. John Bell, and the Mayor, Mr. Dickinson.

The Deputy Sheriff having described the property for sale,

Mr. John Bell stepped forward and addressing the Deputy Sheriff, said Before you commence the sale it is right I should state that, whoever buys this property, purchases it subject to a mortgage of £45,000 or £45,000. Of course the person purchasing will be obliged to pay off this mortgage forthwith.

Mr. Bailiff. I don't believe the Sheriff is bound to know there is a mortgage.

Mr. John Bell. But I feel bound to give notice of this fact, in order that those who intend to bid may understand exactly what they are doing. There is no doubt that whoever buys this property will have to pay off the mortgage, otherwise they will not enjoy it very long..

Mr. Bailiff. Gentlemen. I will now put up the property. Will you please make me an offer. (No response). I may as well state before I go further, that I have received a notice from Mr. J.B. Lewis, on behalf of the Corporation, forbidding this sale inasmuch as they claim it under their mortgage.

Mr. John Bell. Mine happens, however, to stand first in order.

Mr. Bailiff. Will anyone make me an offer.

Mr. John Bell. \$100.

For some time no advance took place on that sum. Eventually Mr. N.S. Blandell offered \$200; Mr. John Bell then bid \$201; Mr. Palin then offered \$300; Mr. John Bell then bid \$301; and at this figure, after some considerable time spent by the Deputy Sheriff in trying to induce a higher bid, the property was knocked down.

Mr. Bailiff. Who is the purchaser?

Mr. John Bell. C.J. Brydges.

This closed the proceedings.

22/10/1864 The Union, Ottawa Ottawa and Prescott

Account of the sale of the rolling stock - from the Citizen. Three engines, 26 box cars, 23 flatcars, three first class cars, two second class cars and two baggage cars.

25/10/1864 Ottawa Citizen Ottawa and Prescott

Editorial. also

On Friday last the employees of the Ottawa and Prescott Railway, with the exception of half a dozen laborers who are required to look after the property, and a small portion of the office staff, were all discharged. In a circular which was issued to each individual, by order of the President, the reason assigned for this step is the difficulties in which the company is involved. The action of the company is deeply regretted; but the want of means, arising from the fact that the road is not working, imposed this disagreeable necessity.

29/10/1864 The Union, Ottawa Ottawa and Prescott

Prescott Telegraph -- At the instance of the two municipalities chiefly interested in the Road, an application was made for an injunction in Chancery to stay the proceedings of the Grand Trunk Company against the Rolling Stock. The sale is however, regarded as invalid, and therefore amounts to nothing so far as affecting a change of ownership is concerned. Take what view of it we may, it is impossible to avoid the conviction that the G.T. R. Company had acted with unseemly haste in the premises. It might have waited for the repayment of the comparatively small sum which it advanced to the Ottawa and Prescott Railway, at least as long as the province will have to wait for the repayment of the millions which it has advanced to the Grand Trunk. Now that the Court of Chancery has interposed its powerful arm to shield the weak from the rapacity of the strong, we may expect that steps may be immediately taken to re-open the road. The Corporations of both Ottawa and Prescott have both expressed their willingness to negotiate with the Railway Company with a view to arrive at some settlement of the difficulties between them.

01/11/1864 Ottawa Citizen Ottawa and Prescott

Articles from a number of papers regarding the Ottawa and Prescott situation.

04/11/1864 Ottawa Citizen Ottawa and Prescott

The railway, we regret to say, is still closed for traffic. A few tons of stone required for the Parliament Buildings have moved over the road within the past few days, and under a special agreement, a small quantity will be brought into this city. More.

05/11/1864 The Union, Ottawa Ottawa and Prescott

The Montreal Gazette and the Quebec Chronicle, taking their information from the Citizen, a journal published by R. Bell M.P., the president of the O. & P. Railway Company, represent the City Corporation of Ottawa as responsible for the stoppage of the railway. The facts are that the Grand Trunk Railway, who claim the rolling stock, notified the Corporation that they were about to remove it. They procured a Sheriff's sale of the stock on a judgment originally the property of Mr. Robert Bell M.P., to strengthen their claim. The Corporation applied to the courts to prevent the removal of the stock and succeeded. Every effort has been made to induce Mr. Brydges to allow the trains to run, but to no avail. It is true that it runs every night with freight, we presume because it is safer to run on a road in bad repair at night than in daylight. It also went into operation to take out the delegates and Mr. Brydges in daylight. The fact is that Mr. Brydges and the Grand Trunk are to blame if blame lies anywhere. The Corporation has no influence whatever in the matter. The Directors of the Ottawa and Prescott Railway Company, we presume, are snuffed out. Nothing is heard of their actions.

08/11/1864 Ottawa Citizen Ottawa and Prescott

Articles on Ottawa and Prescott. Pointing fingers etc.

11/11/1864 Ottawa Citizen Ottawa and Prescott

It will be gratifying to the public to learn that the difficulties connected with the railway have all been arranged and that the trains will commence running again in the course of a few days. We make this announcement on the authority of a telegraphic despatch sent to us last evening from Prescott, by Mr. Bell, the President of the Company.

12/11/1864 The Union, Ottawa Ottawa and Prescott

Details of an agreement reached between Grand Trunk, City of Ottawa, Ebbw Vale Steel and Ottawa and Prescott. (Prescott could enter later). Regular trains would commence running on Monday.

14/11/1864 The Union, Ottawa Ottawa and Prescott

We are informed that in consequence of the alleged necessity for an inspection of the line, trains will not run regularly from this day forward, as we were lead to believe would be the case. We presume irregular trains will be run probably every day, until the new difficulty can be got over. Since the above was written, the advertisement has been sent in fixing next Thursday for regular trains.

15/11/1864 Ottawa Citizen Ottawa and Prescott

Advertisement. On and from Thursday 17th November, 1864 mail train and accommodation train in each direction daily. Long editorial on Ottawa and Prescott.

21/11/1864 The Union, Ottawa Ottawa and Prescott

From Brockville Recorder - The Prescott and Ottawa Railroad is once again in operation -- more.

24/11/1864 The Union, Ottawa Ottawa and Prescott

Two trains a day are once again running on this road each way - the Express and the Accommodation. An advertisement appears in the Ottawa papers for ties, to be delivered along the line of road, and we believe it is the intention this winter to lay down a broad gauge track all the way through, and run Grand Trunk cars thereon. Whether the present track and rolling stock will also be retained we do not know; we have heard it is the intention of the Grand Trunk to have but the one line - the broad gauge - and remove the present rolling stock to some of their other side lines where the narrow gauge is still used. This may be their intention, and yet they may meet with insuperable difficulties.

The Ottawa and Prescott Railway Company also give notice of their intention to apply for an act amending their charter, in accordance, we presume, with the late settlement. The twenty days grace allowed to Prescott by the late arrangement, during which time, our town was at liberty to come in and accept of the Grand Trunk bounty, is passing away without any signs of repentance on the part of Prescott. So we will be "left out in the cold," and have to fight our battles with the Grand Trunk single handed. "May God defend the right!". Prescott Messenger.

26/11/1864 Richmond Guardian Ottawa and Prescott

The difficulty with the Ottawa and Prescott Railway is settled and that line is once more open for trains

09/01/1865 The Union, Ottawa Ottawa and Prescott

The Ottawa and Prescott having, in effect, become annexed to the Grand Trunk, the citizens of Ottawa, we are lead to believe, propose to mark their appreciation of an event so pregnant with beneficial results, by inviting Mr. Brydges, the Manager of the Grand Trunk, to a public dinner in the city.

Centralization of railway management is now proposed in Great Britain; as it exists already upon the continent; and in Canada the tendency is decidedly in the same direction.

Interested as the people of Ottawa are in the extension of railway communication with the Upper Ottawa, it may reasonably be supposed that the occasion of this public demonstration will be availed of to combine influences of all legitimate kinds towards securing the object of such vital importance to the commercial community. The business relations arising out of the recent change of management of the Ottawa and Prescott Railway must necessarily bring Mr. Brydges more in contact with the people of Ottawa.

In view of these facts alone, and eschewing all political considerations whether affecting Grand Trunk management in the past or otherwise, this demonstration is simply intended for the benefit of the community. If such is the aim of those who have inaugurated this movement, we should be untrue to the position we fill as advocate of Ottawa interests did we fail to recognize its value.

16/01/1865 The Union, Ottawa Ottawa and Prescott Prescott

The Prescott Messenger says: - On the 1st of January instant, the entire interest of the Ottawa and Prescott Railway Company was handed over by the representatives of that company to the Grand Trunk Company, and within a few days the old Grand Trunk Railway station will be deserted. All the books of the office, the freight, clerks and all, will be removed to the Ottawa and Prescott Railway Station where, hereafter, the work will be done. No trains will hereafter stop at the St. Lawrence Street station. Before all passenger trains are due East and West, local trains will leave the station at the foot of Water street for the Junction, where the passengers will tranship themselves, and, after the main train has passed, the local train will return. Additional office and freight accommodation will be required; and before a year elapses, we do not doubt, the appearance of things in the vicinity of the depot will be very much changed by the buildings which will be erected. In the meantime, however, the present premises will have to suffice.

Very few people have any idea of the business which the Grand Trunk has built up at this point, and which we are glad to see is on the increase. Of course the present passport system tends to injure the passenger traffic, but the freight business, being left to itself, goes on expanding, as may easily be seen in the largely increased exports and imports at this Port. Our total amount of exports for the year 1863 amounted to \$923,636; the last quarter of the year, when the railway connection had just been perfected, furnished of this about half, viz. \$305,345. Last year the exports show a gratifying increase, of over 50 per cent amounting in all to \$969,512 (sic). The imports also present an equally favorable aspect. The total imports for 1863 were \$944,123; for 1864 they were \$1,615,467, showing an increase of nearly three quarters of a million dollars - a most gratifying result as showing the increased traffic by the Grand Trunk Railway.

18/01/1865 The Union, Ottawa Ottawa and Prescott Ottawa

We are given to understand that a meeting of the Directors of the Ottawa and Prescott Railway Company was held yesterday. R. Bell, Esq., M.P., having tendered his resignation as President of the Company, W.H. Reynolds, Esq., was elected President, resigning his office of Vice-President, which was filled by the election of C.J. Bridges (sic) Esq., as Vice-President. Mr. Joseph Mooney resigned his office of Secretary and Treasurer, and Mr. B. Billings, was temporarily appointed to that office.

18/01/1865 The Union, Ottawa Ottawa and Prescott Ottawa

The complimentary dinner to Mr. Brydges took place Monday evening.
Very full account, bill of fare, speeches etc.

24/01/1865 The Union, Ottawa Ottawa and Prescott

Mr. W.C. Spicer has been appointed superintendent of the Ottawa and Prescott Railway Company, and Mr. W.H. Debtter is second in charge.

14/02/1865 The Union, Ottawa Ottawa and Prescott

Full report of the debate on the bill to amalgamate the Ottawa and Prescott Railway with the Grand Trunk. Referred to Committee. (virtually illegible)

23/02/1865 The Union, Ottawa Ottawa and Prescott

Mr. Clark, solicitor for the town of Prescott is here opposing the Ottawa and Prescott Railway amalgamation with the Grand Trunk, on the grounds that it amounts to confiscation of that town's advances of \$200,000. The Grand Trunk gets unlimited powers under the Amalgamation Bill to spend money for improvements, and contributes, besides interest and sinking fund on the Ebbw Vale Company's bonds, as first mortgagee before the towns of Ottawa and Prescott as joint second mortgagors. Prescott contends likewise that the alteration of the gauge will injure it by destroying its American connections, preventing the interchange of cars. It, besides, opposes amalgamation, on the high ground of damage to the public interests. Prescott holds the Grand Trunk has a good bargain, and ought to become responsible for its debt of \$100,000 to the Municipal Loan Fund, created for the railway. The claims of judgment creditors are wiped out altogether by the bill. It has passed the second reading and goes before the Railway Committee. Here, as in the case of Brantford, Upper Canada is interested in retaining the double security of the railways and towns for the Municipal Loan Fund liabilities.

04/03/1865 The Union, Ottawa Ottawa and Prescott

Quebec - The Ottawa and Prescott Amalgamation Bill was before the Committee today. The promoters of the Bill attempted to depreciate the value of the property, saying it was not worth more than 50 cents on the dollar of the alleged claim of the Ebbw Vale Company of \$600,000. Mr. Shanly, who was formerly engineer of the road, stated that it was worth \$24,000 per mile, and the road being 54 miles long, would make it worth about \$1,800,000. He also said it was absurd that the Ebbw Vale Company should have the road at the mere cost of the iron, which was all they advanced to it. Messrs. Dunkin, Holton and J.S. MacDonald spoke in the strongest terms against this species of legislation, and recommended a general law for the winding up the affairs of insolvent railway companies. No progress was made with the Bill. - Globe.

25/05/1865 The Union, Ottawa Ottawa and Prescott Prescott

Yesterday morning, the freight train for Ottawa ran over two horses on the track about four miles outside Prescott, killing both of them.

09/06/1865 The Union, Ottawa Ottawa and Prescott

Text of a notice served by the bond holders of the Ottawa and Prescott Railway Company upon the Ottawa and Prescott, the City of Ottawa and the Town Council of Prescott.

25/10/1865 Ottawa Citizen Ottawa and Prescott

Sale of the Ottawa and Prescott Railway.

On the 14th prox. Messrs. Wakefield, Coate & Co., Auctioneers. Toronto, will sell by auction, with the approbation of A.M. Buell, Esq., master in ordinary of the Court of Chancery, the Ottawa and Prescott Railway and its appurtenances.

15/11/1865 The Union, Ottawa Ottawa and Prescott

The sale of this road came off yesterday at Toronto. It was purchased by the Ebbw (sic) Vale Company, the first mortgagees were represented by their agent, Mr. Reynolds. The city loan, we may suppose, is wiped out for ever. The responsibility for this sacrifice rests upon some shoulders.

20/11/1865 Ottawa Citizen Ottawa and Prescott Rideau River bridge

Contracts have been entered into during the past week for the erection of a new bridge across the Rideau river at this city on the line of the Ottawa and Prescott Railway. The bridge will be in four spans of 95 feet each, resting on the present stone piers and abutments which are to be altered to suit the new arrangement. The bridge is to be constructed with heavy arches, lower chords and posts of timber and counterbalancing being entirely obtained with rods of iron. The bridge will provide a single track for the railway, and a footpath for the accommodation of the public will be added on one side. When the new bridge is completed the present stringers and cribs will be removed, leaving clear waterways of 65 feet, and in this way much improving that portion of the river.

The work is being erected from the design and under the supervision of Mr. Henry A. Sims, Architect of this city. Mr. James Goodwin is the main contractor for the alterations to the mason work.; Mr. William Ellis, of Prescott for the bridge. The timber is being supplied by Messrs. J.M. Currier & Co.; the wrought iron by Messrs. N.S. Blasdell & Co.; the cast iron by Messrs. Jones and Dowley of Prescott. Mr. Scooks of this city will have the immediate charge of the construction. The quantities of material in the new structure may be roughly stated as follows:

Mason work -- 205 cubic yards

Pine, timber and lumber -- 122,000 F.B.M.

Oak -- 5,500 F.B.M.

Wrought Iron -- 24,200 lbs

Cast Iron -- 6,500 lbs

The total outlay will be in the neighbourhood of \$10,000.

27/12/1865 Ottawa Citizen Ottawa and Prescott

A special train left last evening at six o'clock to convey to Prescott the mail, which was taken down to the station too late for the 1.30 train. We presume the occurrence is attributable to the difference between railway time and that kept by the driver of the "hearse" in which the mail is conveyed to and from the cars.

28/12/1865 The Times, Ottawa Ottawa and Prescott Rideau River

Ottawa and Prescott Railway. Great improvements, we learn, are being effected on this road. Workmen are engaged in building the new bridge over the Rideau, which is to cost \$15,000. In Spring, the new station will be erected in the marsh adjoining the present station.

28/12/1865 The Times, Ottawa Ottawa and Prescott locomotive

A new line fence from Prescott to Ottawa is in course of construction at the present time and two new locomotives are being built.

A fatal accident occurred on the Prescott and Ottawa Railroad yesterday afternoon. It appears that when the train was going to Prescott in the morning, the driver observed a man walking on the track, when he gave the alarm signal and the man got off. On the return trip in the evening, the same person was discovered on the track; the driver sounded the whistle but all to no purpose, before he could stop the train, the man was caught in some part of the machinery. He was dragged a considerable distance; when the engine stopped it was discovered that his legs were both off, and his head fearfully mutilated. The body was put on board the cars, and brought to Gloucester station. The unfortunate man was supposed to be insane.

--Coroner Patterson summoned a jury to investigate the affair and after considerable effort on his part succeeded in ascertaining the following facts about the deceased. - His name was Francois Liare; he was deaf and dumb, and a person of intemperate habits. He was on his way to the States to see his sister, and was 57 years of age. At the inquest, Lyman Lumas, the engine driver, deposed that about two o'clock p.m. of the 27th inst. he was in charge of the engine on the Ottawa and Prescott Railway; going from Ottawa towards Prescott; that he overtook the deceased about two or three miles north of Cunningham Station. When deponent first noticed him he was about ten or twelve rods in front of the engine walking towards Cunningham's on the track. Witness rang the engine bell and sounded the whistle, and gave all the usual signals, but the man never turned his head. As soon as the witness saw that he was not paying any attention to the alarm, he reversed the engine, and had the brakes put on, but before the train could be stopped the deceased was knocked down by the snow plough and dragged some five or six rods. Witness stopped the engine at once, and the body of the deceased was found in a culvert. Could not say whether he was then dead. Deceased, before being struck by the engine appeared to be walking quite steadily. Witness didn't know whether he had ever seen him before. The grade being steep where the deceased was walking, the deponent had to give a great deal of attention to his engine, which was not running very fast. Deceased never made any motion to get out of the track. After hearing other testimony corroborative of that given by Mr. Lumas, the jury returned a verdict of "accidental death".

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

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

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

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

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

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

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

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

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

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

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

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

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

27/03/1866 Ottawa Citizen Ottawa and Prescott

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Full account of the arrival of the Governor General.

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

Immense throng.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

06/07/1866 Ottawa Citizen Ottawa and Prescott Prescott

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

28/08/1866 Ottawa Citizen Ottawa and Prescott

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

03/09/1866 Ottawa Citizen Ottawa and Prescott

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

06/09/1866 Ottawa Citizen Ottawa and Prescott locomotive

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

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

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

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

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

11/10/1866 The Times, Ottawa Ottawa and Prescott Sussex Street

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

27/10/1866 Ottawa Citizen Ottawa and Prescott locomotive

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

11/02/1867 Ottawa Citizen Ottawa and Prescott Sussex Street

As the evening train on the Ottawa and Prescott Railway was approaching the Rideau Bridge on Saturday last, the connecting rod of the engine broke. The train was stopped, almost immediately, and another engine was sent for to the depot. The accident did not delay the train over ten minutes. The same connecting rod was broken a few days ago.

13/02/1867 Ottawa Citizen Ottawa and Prescott

On last Monday morning, as the train of the Ottawa and Prescott Railroad was proceeding towards Prescott, the connecting rod of the engine broke. Luckily, the train was going slowly at the time, and no further trouble was occasioned by the accident. This was the same connecting-rod which we mentioned as having broken Saturday night.

27/02/1867 Ottawa Citizen Ottawa and Prescott

As the morning train, yesterday, of the Ottawa and Prescott Railway was proceeding towards Prescott, and when a short distance outside of the city, a wheel of the 1st class carriage broke down and threw the car off the track. The disabled car was detached from the train and the passengers were removed to the other carriages. The accident detained the train but a few minutes.

28/06/1867 The Times, Ottawa Ottawa and Prescott

On Monday there will be an excursion to Prescott and Ogdensburg, arriving in Prescott by morning train in time for the grand military review, and returning at 7 o'clock p.m. The number of tickets is limited. Price \$1.25.

17/07/1867 The Times, Ottawa Ottawa and Prescott

A portion of the employees of the Ottawa and Prescott Railroad go this morning on an excursion to the Thousand Islands. They return this evening to their several posts and tomorrow those will go who on the same excursion who could not be spared their duties today. Gowan's band has been engaged to accompany the excursionists both days. The band attracted no little attention as they left the city this morning in their new uniforms. The style adopted by the band is blue caps, trimmed with red, grey sack coats, with red facings, and black trousers, which makes a very pretty and neat uniform.

28/06/1882 Ottawa Free Press Ottawa and Prescott

It may be remembered by many when twenty-six years ago the inhabitants of old Bytown were aroused one morning by the steam whistle of the Bytown & Prescott Railway at Cunningham's station at Gloucester, there was great rejoicing at the near approach of the time when the road would be completed to Bytown. Goes on to deplore the mean action of the city council in relation to the grant to the C.A.R.

20/12/1895 Ottawa Journal Ottawa and Prescott Sussex Street

The first train that ever ran into Bytown.

The announcement in yesterday's issue of the Journal that trains were to run into Central station on Thursday Dec. 19th recalled to the recollection of the writer the following facts. It is exactly forty-one years now since the first railway train approached Bytown. As the railway bridge over the Rideau river was not completed the trains could not come into the town till the beginning of January. With the dawn of 1855 Bytown became the city of Ottawa. About that time wherever people met one question sure to be asked was "Have you seen the cars yet?"

On Christmas day, 1854, the writer, accompanied by some young people went to the east side of the Rideau at 8.45 p.m. the hour when the train from Prescott was due. All were eager to get a glimpse of the railway train. It was a dark night. There was no gas in the town at that time. The Rideau river and the Montreal road looked dismal enough. Soon the whistle of a locomotive was heard in the distance. It was pleasant to see a train of brightly lighted cars come slowly along the track. They stopped on the north side of Montreal road. A few passengers got off and were conveyed into town in cabs.

The suburb known as Janesville was then McArthur's farm. Some years later when it was divided up into village lots it was named Janeville, in honor of Mrs. McArthur, a well known lady. For a quarter of a century or more Mr. and Mrs. McArthur kept the British hotel on Sussex street. The hotel is now the front part of the Geological Museum.

HULDAH

Ottawa, Dec. 18

(The date for running trains into the new depot has been changed to Monday next. - Ed.)

05/01/1899 Ottawa Free Press Ottawa and Prescott Prescott

Benjamin French, late superintendent of the railway, originally known as the "Bytown and Prescott" railway died yesterday morning at the advanced age of 80.--

19/06/1916 Arnprior Watchman Ottawa and Prescott

The destruction of the House of Parliament has awakened reflections of its building in the mind of Peter Redmond, a retired locomotive engineer, who saw King Edward lay its foundation stone in 1860.

When construction work was first started Mr. Redmond was employed as a fireman on the Ottawa and St. Lawrence railroad, and he was promoted to engineer a few days before the first material for the structure was hauled to Ottawa. One train crew was employed for three summers, hauling sandstone and quarry rock from Prescott, where it was landed from streamers on the St. Lawrence river.

The train made a round trip each day. The first stone used in the building came from the quarries located where the main part of the city of Cleveland, Ohio, now stands. It was shipped to Prescott where it was loaded from the boats onto railway cars by large cranes.

Mr. Redmond's train did nothing else during three summers but haul the stone. "It required two cars and sometimes three for each piece of stone that was moved to Ottawa," Mr. Redmond said yesterday. "The smallest stone that was hauled by the railroad weighs three tons, and the average weight was about five tons.

We moved two stones which weighted nine tons each. I believe that they were the largest that were put into the building.

"Owing to the excessive weight on the cars, which were much lighter than the steel cars now in use on the railroads, it was necessary to run our engines slowly. We seldom went over eighteen miles an hour, and as a rule the fastest time we made was fifteen miles."

No iron or steel was used those days for the springs on the cars. Solid rubber was used for the most part, and the cars were loaded so heavy that at the end of each trip new springs had to be put in most of the cars.

Our train was given the right of way over all other trains. This was principally because of the heavy train we hauled. We were permitted to stop only in case of necessity. The necessity came frequently and was caused mostly by the excessive weight on the trucks, which caused many hot boxes.

My train brought out the first shipment of rock and stone and stone cutters' tools. The first part of the building erected was a massive wall over 500 feet long. It was on the end of the wall that the Prince of Wales laid the cornerstone. Thousands of people witnessed the laying of the stone and I had the opportunity to shake hands with the Prince as did many of the workmen."

More but no railway.

Orangemen had first trip on B & P

Used flat cars with railings around

Rails had been completed to Prescott in 1854, But there were no passenger coaches, but that did not prevent Ottawa and District orangemen from going to Prescott on the twelfth - A novel trip.

How far back can you remember?

Mr. Jos. Leslie, Concord Street, can remember incidents which happened when he was not quite four years of age.

One of the incidents referred to occurred in 1854, just shortly after the opening of the Bytown and Prescott Railway. On the twelfth of July that year the orangemen of Ottawa and along the B. and P. route went to Prescott to celebrate the Glorious twelfth.

According to Mr. Leslie (as he learned in later years), the regular service of the B. and P. had not been opened, though the tracks had been completed, and there were no passenger cars for the Orangemen.

But nothing daunted, they secured flat cars which had been used in connection with the ballasting of the road, built railings around them and put plank seats all around the cars inside the railings.

Plenty of music

The brothers sat on the seats while the fife and drum bands had room in the center to perform all the way to Prescott and back.

Mr. Leslie does not remember (of course not) just how many flat cars there were in the train that day, but his memory tells him there were many.

Blaze of Color

Though only four years of age at the time, he can recall very clearly the yellow sashes and badges of the Orangement, and the white shirts of the Young Britons.

Their First Trip

The novelty of the trip evidently appealed to the excursionists, for they were in great humor. As a matter of fact it was the first trip on a train which most of them had had, and the whole thing was new.

Many of the boys doubtless got cinders in their eyes that day, but the story does not say. That was, however, one of the Twelfths when it did not rain.

As far as Mr. Leslie knows, the excursion which the orangemen held that day was the first held on the road.

<http://news.google.ca/newspapers?id=kGouAAAAIIBAJ&sjid=rNkFAAAAIBAJ&pg=2316,3089659&dq=train+railway+railroad&hl=en>

A Boy's Experience on the Old Bytown and Prescott in 'Sixties

Little Joe Leslie Had an Unexpected Ride Into Town from Gloucester Station - Got on Train at Spratt's Grade, and was afraid to Get Off Again - Conductor Daniels Was Severe, But Had Kindly Spirit.

When the Bytown (sic) and Prescott railway was built in 1854 it was a source of great interest to the farmers along its route. It was not till many years had passed that the puffing wood burning engines and trains ceased to attract attention. Mr. Leslie of Concord street, was 3 years old when the road was built. When he was 10 the road had been operating seven years. But to young Joe Leslie who had never had his foot on a train the road was still a real terra nova. At that time the Leslie family lived at Gloucester station, his father, the late George Leslie, being then a section foreman on the road, with headquarters at Gloucester Station.

Steep grade

There was a steep grade at that period south of Gloucester Station, called Spratt's Grade. When the B & P mixed trains struck this grade they always slowed up greatly - so much so that almost anybody could board them without having to actually stop the train. The trains nearly always stopped at Gloucester Station, but if the conductor knew that there was no one on the train who wanted to get off and no one was seen on the platform, the train would not be stopped, particularly if it was behind time.

One day young Joe Leslie decided to board the train and ride the mile and a half to Gloucester Station. He chose a bad day. It so happened that that was one of the non-stop days. The nearer the train got to the station platform the faster it went.

Train didn't stop

When the station was reached the train was going so fast (in Joe's imagination) that he dare not jump. So he remained sitting on the rear platform and wondering what was going to happen to him.

He had never been away from Gloucester Station, had no money in his pockets, and had a deep rooted fear of Conductor Daniels and his gold braided cap.

Entered the Car.

After sitting on the steps Joe decided to go into the train and find out what was in store for him. He entered the rear car and took a seat quietly in a nice soft seat. He looked out of the window and decided it was a good thing he hadn't jumped.

Gold braid.

In due time came Conductor Daniels.

"Hello." he said. "Wher'd you get on. I didn't see you before."

"No sir." said Joe, and then the pitiful details of the story came out.

"Got any money?" the conductor demanded austerey.

"No sir."

"I should throw you off." said the conductor. Joe quailed.

"My father could pay you later." Joe ventured. And it came out as to who Joe's father was and that he had been section boss from the start. Joe noticed a more friendly glint in the conductor's eye.

"Hah, so you are George Leslie's son, eh! Well stay where you are. You will have to go into Ottawa with me and I will bring you back this afternoon". It was the morning train the youth had boarded.

Stayed at Station

In due time Ottawa was reached by way of the old station on Sussex street.

The conductor gave Joe a quarter to get a dinner at a nearby restaurant (there were a score of them) and told him to return to the train and wait there, and not to attempt to go up town.

Joe had no intention of going into town. He was too scared. But in the yards of the B & P he could glimpse in every direction the evidence of a big and busy place.

A Warning

When, on the return journey Gloucester Station was being approached Conductor Daniels came to the boy and said. "Look here, young fellow, if you ever get on this train again, I'll put you where you can't get back so easy, remember that.

Wire Was Sent

It developed later that when Ottawa was reached Mr. Daniels had a wire sent to Gloucester Station to tell Joe's father where the boy was which showed that under his official sternness Conductor Daniels had a most kindly spirit.

<http://news.google.ca/newspapers?id=kGouAAAAIIBAJ&sjid=rNkFAAAAIBAJ&pg=6513,3089248&dq=train+railway+railroad&hl=en>

Much whistling of train as it came in.

The building of the Bytown and Prescott Railway between 1852 and 1854 is remembered by Mr. A.A. Blyth. When the road was started in 1852, Mr. Blyth was less than five years of age, but the fact that the road was being worked on less than a quarter mile from his home in Gloucester served to make his memory clear on the subject.

Mr. Blyth's father had a horse and cart on the job. The horse was driven by one Joe Lauzon, long since departed.

The day the first passenger train made its official entry into Ottawa, Mr. Blyth was about six years of age. He remembers the great amount of whistling the engine did as it neared Ottawa.

Not far from the Blyth home was a deep cutting called Smith's cut (William Smith).

Every winter, from the start of the road, the trains used to have trouble at Smith cut. At the start there were no snow plows and the cuts had to be shovelled out when they got blocked.

Sometimes when the road got badly blocked after a blizzard, the Imperial authorities used to send the regular soldiers out in force to shovel the road out.

<http://news.google.ca/newspapers?id=0RUvAAAIBAJ&sjid=NNsFAAAAIBAJ&pg=5247,4829803&dq=train+railway+railroad&hl=en>

Christmas Day, 1854 First Railway Train Puffed into Ottawa.

One hundred years ago Christmas Day, Ottawa received a substantial present - the arrival of Its first railway train.

At 5.00 p.m. Christmas Day, 1854, the locomotive "Oxford" puffed to a halt on the east bank of the Rideau river, completing, the new Bytown and Prescott Railway Company's first passenger run from Prescott to Bytown.

Forerunner.

The railway was the forerunner of the Canadian Pacific Railway's present Ottawa-Frescott branch line. According to Dr. L. Brault's "Ottawa Old and New", the passengers on the first train alighted at the east end of the still incompleted Rideau river bridge, and were ferried across the river to Cumberland street. They then proceeded on foot to the Sussex Street Station, where they indulged in what was called in those days, a "cold collation".

The Bytown and Prescott Railway was incorporated to build a railway from Prescott to Bytown, now Ottawa.

Construction started in 1851 on the grading and structures, and by May of 1853, the company was able to execute a contract with the Ebbw Vale Iron Company, in Wales, to provide some 54,000 tons of iron rail at a cost of £10/10 sterling per ton. Payment was made in the bonds of the company, at par, and as a result, in the financial vicissitudes which later beset the company, the Ebbw Vale Iron Company, being the principal bondholder, found itself with a railway on its hands.

On January 1, 1855, the village of Bytown became the town of Ottawa and, as a result, the railway applied to Parliament to change its name to the Ottawa and Prescott Railway Company, and the Legislature of the Province of Canada passed the implementing legislation, which was given the assent May 30, 1855.

The first cost of the railway was some \$250,000, it was 54 miles long and was laid to the standard or 4'8½" gauge.

Depression Helped

A number of contributory causes, along with the depression of 1857 led the railway into difficulties, and long litigation by the first mortgage holders, headed by the Ebbw Vale Iron Company, resulted in the sale by auction of the railway and its equipment to the creditors, wiping out at one stroke all of the share capital, the amount paid in by the second mortgage holders, and a large amount of floating indebtedness. The railway emerged from the legal mill Dec. 21, 1867 as the Saint Lawrence and Ottawa Railway Company, 51 percent of its stock being vested in the Ebbw Vale Iron Company.

In the early seventies the railway completed a needed extension from what is now Ellwood, near Ottawa, to what is now Ottawa West, thus remedying the original error in locating the original railway's Ottawa terminal below, rather than above the Chaudiere Falls.

On September 26, 1885, the railway was leased to the Canadian Pacific Railway Company for 999 years as from December 15, 1881.

There are two pictures:

PIONEER LOCOMOTIVE IN OTTAWA CENTURY AGO.—A hundred years ago on Christmas Day, the first train arrived in By-town. It was pulled by the engine "Oxford", similar in type to the "Ottawa", pictured above, which was No. 2 on the Bytown and Prescott Railway. This year marks the centenary of the St. Lawrence and Ottawa Railway Company, now under lease to the Canadian Pacific as its Ottawa-Prescott branch line. This photo was made in 1861, although the locomotive was acquired when the line was completed in 1854.

THE 'LUCY DALTON' AT KEMPTVILLE

Back in the 70's the "Lucy Dalton", engine No. 9 on the St. Lawrence and Ottawa Railway, 100 years old on this Christmas Day and now the CPR's Ottawa-Prescott branch line.—was a familiar sight. Just behind her wood-filled tender is one of the unusual side-platform baggage cars of the time.

Christmas Eve 1854

Slide back through the years to Christmas Eve, 1854. Here we are standing Burgh-side (New Edinburgh, Ottawa) on the bank of the Rideau River not far from the foot of present-day Victoria Street. A small crowd, excited, muffled in heavy scarves, chatters in the cold of this cold, snowy night.

The darkness is broken by the light of a half dozen fires built of logs and tended by an older man who, with his snow-covered beard, could pass for old St. Nick himself. He moves among the people wishing "Merry Christmas" here and a "t'wont be long now" there.

Approaching sleigh bells jingle the arrival of some of the MacKay family snuggled under Buffalo robes. They alight into boot-top snow and a warm Yule punch appears from the sleigh. Hearty cheers are extended while the horses, sporting large red bows, seemingly snort their cheers from frosty noses. But the greater excitement of the evening is still to come and the crowd settles again into pockets of conversation.

Suddenly, the chatter stops. Firelit faces peer through the snow toward Beechwood, towards a new sound the far off wail of a whistle. Silence. Then, again, the whistle, but closer now. A single, throaty note followed by a rhythmic chuffing sound.

Nearer and louder these strange new sounds pierce the night and then from the falling snow a single, dimly-lit light

appears like a giant eye gliding ghostly above the snow - the whistle breaks into a series of staccato notes! The crowd responds with an excited three cheers! and "Old St. Nick", lantern swinging, signals the steamy locomotive to a sliding stop. From the cab, the Engineer bellows "Merry Christmas" to a very happy crowd.

History buffs will know that the first passenger train service to Ottawa did, in fact, arrive on Christmas Eve, 1854, 140 years ago this Christmas Eve, at New Edinburgh. The train travelled from Prescott on the Bytown and Prescott Railway. A bridge across the Rideau did not exist so the passengers were taken by row boat or sleigh across the river to Lower Town, near where the Foreign Affairs building is now located.

It was this little "Burgh" line that first spurred my interest in railroading as a young boy. I have often tried to visualize the arrival of the first train. This is my attempt.

And a "Merry Christmas" to the BRS.

(From the New Edinburgh News, Christmas edition 1988, thanks to Robert Short)

Ed note: In history books, the date of the arrival of the first train in Ottawa is shown as Christmas Day, 1854. Perhaps the first arrival was on Christmas Eve, 1854. (Branchline)