

Local Railway Items from Area Papers - Ottawa and Prescott Railway

24/06/1848

Bytown Packet

Ottawa and Prescott

Prescott

Prescott and Bytown Railroad.
(from the Prescott Telegraph.)

The people of Prescott have taken the first active step towards the commencement of this great undertaking. A large and respectable meeting of our townspeople, together with several gentlemen from the surrounding country, was held at the Town Hall on Monday evening last, for the purpose of adopting measures for obtaining a survey of the route, procuring a charter, and completing the requisite preliminaries. Samuel Crane Esq. who we were glad to see takes a deep interest in this project, was called to the chair and John Patton, Esq. requested to set as Secretary.

The chairman briefly stated the object of the meeting. Read Burritt, Esq. MPP opened the ball with some general operations upon the necessity that would exist, on the completion of the Ogdensburg Rail road, for an extension of the line from Prescott to By town, in order to enliven the trade of those two great provincial throughfares, the Ottawa and St Lawrence. The immense quantities of timber which in time will be required for the shipbuilding and other purposes of the Atlantic cities, will assuredly be drawn from the forests of the Ottawa and it was a matter not to be overlooked, and indeed the probability was very strong that on the repeal of the Navigation Laws, British and foreign shipowners would as a matter of economy, seek the banks of the St. Lawrence for the construction of the ocean ships. All the produce of various kinds, of the whole backcountry; all the supplies required for the lumbermen, in provisions, merchandise, &c, would necessarily come over this road, to say nothing of the immense travel which would be superinduced by the road itself. Not being a practical engineer, he could give no opinion respecting the facilities which the country presented nor the probable expense. But from all the information he had received he could not doubt that the stock would yield a fair return; the enterprise would always command his warmest support, as he conceived it of the utmost importance to the prosperity of this section of the province.

James West, Esq. Provincial surveyor, explained the nature of the country between the two rivers. He was well acquainted with the whole line, and was of opinion that a Rail Road could not be constructed over any other surface of country, of equal distance, in North America, at a less expense than this. The distance would be about 54 miles, almost a perfect dead level, with little bridging, and probably no rock excavation whatever. Mr. W. enlarged upon the advantages likely to accrue to the country from the completion of this important work. Amongst a host of other benefits which he enumerated, he stated that the government contemplated the furthering of immigration on a large scale. He (Mr. W.) was acquainted with several townships along the Ottawa, all possessing superior advantages for settling, and being of easy access; if this road were in operation, a large number of immigrants could be introduced into these unsettled parts, at a trifling cost, and thus whilst benefiting themselves, would tend materially to develop the resources of that at present neglected section. Rail Roads wherever formed, it was well known invariably created business, and it was impossible to imagine the amount of traffic that would spring up on this line. The southern travelers who yearly make the circuit of the lakes would probably avail themselves of this route to gain access to the Caledonia Springs, and the beautiful scenery of the Ottawa.

William Patrick, Esq. had noticed that some persons were opposed to building railroads, because they did not accommodate each individual party; in other words that they did not pass every man's door. In those countries which was favored with these inestimable conveniences, it is true, that settlements through which they passed did not feel the benefit in a great degree; but it was an undoubted fact, that the terrain of all Rail Roads have always reaped extraordinary advantages. The Bostonians, who are favoring (?) and shrewd people, are alive to the importance of this fact; and the great exertions making by them to render the city the focus of trade for the eastern states, Northern New York, Lower Canada, &c prove their keen sagacity in the matter. Prescott would be a terminus for the road now under discussion, and it requires very little inducement to discover that this town would soon put forth its energies and make rapid strides in every department of trade.

Mills, Esq. civil engineer, addressed the meeting, and threw a good deal of light upon the subject of Rail Road building. He had heard of this meeting, and had taken some pains to refer to documents in his possession. He had been engaged in the construction of several railroads in the United States, and had examined others now underway in this Province. He exhibited statistics showing the average cost per mile of many of the principal Roads in operation. The Rail Roads now in course of construction from Hamilton to Port Sarnia is estimated to cost £5,000 per mile. The heavy T rails, (the only kind that he would recommend) increased the expenses enormously. Their usual cost alone had been £2,500 per mile. Mr. M. was acquainted with the general features of the country between Prescott and Bytown, but not intimately with the contemplated route, and could ?? only, guess, at the probable expense, which he ?? would be in the neighborhood of £5,000 per mile. He had no doubt of the feasibility of the scheme; and knew that the project would place Prescott in that position which she ought to long ago have attained. Mr Mills' experience in Long Sault and other canals, and his practical business talents, rendered his opinion of great weight, and the meeting rendered appreciation of his information in a marked manner.

W.B. Wells, Esq. did not consider that it made much difference to the people here whether the road was very costly or not; as he had the best information for stating that the leading stockholders of the Ogdensburg Road would be ready to build this road to Bytown at their own expense, providing the people on this side of the river would procure a charter and take the necessary steps for the formation of the company. He hoped, however, and fully believed, that the people of the Johnstown and Dalhousie districts would come forward monthly and do their share of this undertaking. Even if this ? did not pay as well as the Telegraph or some other, this should be looked upon as a national subject and all parties ought to unite to the general good. Having an administration pledge the policies of Reform and Progress, and the opening out of the dormant resources of the country, he felt no hesitation in believing that the cooperation and encouragement of the Government could be easily obtained in the furtherance of the present design. It appeared to him that the great object at present was to procure the funds for obtaining the Charter, and if possible for the survey of the route by some competent engineer whose name would be a guarantee for the correctness of his statements and estimates. These estimates would have of course to be made on the spot. They had heard from two able practical gentlemen who had addressed them, that these estimates would probably be low. There could be no doubt that they would be so, and that the line would be constructed one of them ?? on the continent in point of practicability and cheapness - but were it otherwise, more likely to be the most difficult and expensive, the work would ?? way later be accomplished. The two great rivers of the North were destined to be connected between Prescott and Bytown; these were the ? points about which that could be no dispute and he trusted that the work had been ? this time with such determination on the part of the movers so as to lead to this happy and speedy completion.

Augustus Keifer, Esq. of Bytown, happened to be in town and heard of the meeting arrived just in time to hear a part of Mr. Wells speech. Mr. K. was called upon to speak on behalf of his own townspeople, which he did in a very creditable and satisfactory manner. He stated that there were ten thousand lumbermen on the Ottawa, the principal part of whose supplies of provisions, &c come from the United States by way of Montreal. The people of Bytown were fully alive to the importance of uniting the trade of the Ottawa and St. Lawrence by an iron road. They had already obtained the right of highway from government for the planting of the telegraph posts between their town and Prescott, and were making arrangements for the ? of that work. As to the survey of the Rail Road line between the two places, he knew one gentleman in Bytown who had offered £25 towards that object and at least one half the expenses would be borne by that town, provided Prescott would buy the other half.

We have not attempted in the foregoing to give an outline of the capital speeches delivered on the occasion, as I limits are too confined this week to do justice to the parties. The meeting was harmoniously conducted throughout, and the various individuals who took part in the proceedings, entered into the subject before them with proper spirit. The following is the official account of the meeting, formulated by the secretary.

Proceedings of a meeting of the inhabitants of the town of Prescott, held in pursuance of public notice on the evening of 19th June, 1848, to consider the expediency of applying to the legislature for a charter to construct a Rail Road between Bytown and Prescott, and having the ? property surveyed.

Samuel Crane Esq. having been appointed chairman and John Patton, Esq. secretary, the following resolutions were made and pasted

On motion of Reed Burrirt, Esq MPP, seconded by James Weston, Esq.

One resolved - that the construction of a railroad from Prescott to Bytown would greatly contribute to promote the trade and facilitate the communication between those places and the adjacent country. And would open up a large tract of fertile land for improvement, and would tend much to advance the prosperity of this portion of the province.

On motion of William Patrick Esq, seconded by James Higgins, Esq.

2nd resolved - that the present Rail Road constructing from Ogdensburg to Boston fully contemplates the necessity of having a corresponding communication between the waters of the St. Lawrence and Ottawa.

On motion of William B Wells, Esq. seconded by William H?hard Esq.

3rd resolved -.that the undermentioned gentlemen viz. Dr. Jessup and Messrs., William B Wells, Alfred Hooker, Samuel Crane, John Moran, Chauncey H. Peck, John Patton, Alpheus Jones, Robert Hadrian?, William Patrick, James Higgins, and James West, be a committee to correspond with the people of Bytown and other places on the subject, and to solicit their cooperation therein and draft a Petition to the Legislature to be presented at the next session for an act of incorporation and to procure signatures to the same

On motion of real Barrett, Esq.. Seconded by William Hubbard Esq..

4th resolved - that the editors of papers published in Bytown and Prescott be requested to publish the proceedings of this meeting.

On motion of William B Wells Esq. Seconded by William Patrick Esq..

Resolved - that the chairman do now leave the chair and that Dr. Jessup be called thereto.

On motion of William Patrick Esq.. seconded by James West Esq.

Resolved - that the thanks of this meeting be given to the chairman and secretary for the services on the present session.

On motion of Walter G Dickison Esq. seconded by John Moran Esq.

Resolved that the thanks of this meeting are due to Mr. Mills civil engineer and Mr. West provincial surveyor for the information given by them to the meeting.

(signed) Samuel Crane, Chairman

John Patton, Secretary

24/06/1848 Bytown Packet Ottawa and Prescott

Most important intelligence - the Prescott and Bytown Rail-Road - communication with the Sea Coast.

As we intimated in our last, a meeting was held at Prescott, on the St. Lawrence, the proceedings of which will be found in another column.

The men of Ottawa, and particularly the people of Bytown, should come forward now manfully, and meet their friends at once. Unless this railroad be constructed the trade of Bytown must go down. The Rideau Canal is no longer useful. But two steamers ply regularly upon it now. The St. Lawrence has taken its place. We must, therefore, find another source of trade. The Prescott railroad will open to us the whole continent of America. The railroads of the neighboring Republic will deposit at Ogdensburg material for an increased trade, and free trade conceded will make Bytown another place altogether. Our waste lands will become settled - the two great Canadian Rivers will be united; and an impetus will be given to manufacturers by the application of the great water power at our disposal. We agree with the Gazette that "want of capital affords no excuse." Let meetings be held, and the act of incorporation be granted by the provincial legislature. The work will go ahead.

08/07/1848 Bytown Packet Ottawa and Prescott

Bytown and Prescott Railroad.

A meeting was held in this town, according to announcement in our last, to take steps regarding the Prescott and Bytown Railroad. We are glad that some movement has been made regarding this matter, which is of such paramount importance to this section of the province. All that is necessary to carry out the first point - viz., the survey of the road - is £300, which sum will, no doubt, be forthcoming. When the survey and estimates are made, and a charter obtained, we have no doubt that the work will be commenced. American capitalists are prepared to advance the funds, being anxious to connect the new line with the great line from Ogdensburg to Boston. The committee should not sleep over its work. Nothing will save this part of the country from ruin but this railroad, or some other, which promises as great facilities for the transport of Sawed Lumber &c., to the Eastern States. The meeting was respectably attended, and several gentlemen addressed it touching the merits of the undertaking, including Messrs. Scott and Egan, Members of Parliament, and Messrs. Herve, Armstrong, Keefer and Friel.

Proceedings of a public meeting held at the courthouse in Bytown pursuant to notice, on Saturday, 1st July, 1848, to take into consideration the propriety of cooperating with the inhabitants of Prescott, Ogdensburg and the District of Johnstown, in their endeavors to procure a charter for a Rail - Road from Bytown to Prescott.

Christopher Armstrong, Esq. was called upon to take the chair, and Edward Smith Esq., appointed secretary.

The proceedings of a meeting held at Prescott on the 19th June, 1848, having been read, the following resolutions were put and carried unanimously:-

Moved by John Scott Esq, MPP, seconded by James Robinson, Esq.

Resolved, - that this meeting fully concurs in the views of the Prescott people, as expressed by them in the proceedings of the meeting regarding a Rail - Road from Prescott to Bytown, as a continuation of the great line of road now in course of construction from Boston to Ogdensburg.

Moved by Robert Herve, Esq., seconded by Nicholas Sparks, Esq.

Resolved, - that as the commercial community of Bytown, and the entire valley of the Ottawa having long laboured under great disadvantages in not having a direct and speedy communication with the St. Lawrence, this meeting is fully alive to the importance of prompt and vigorous measures being taken to ensure the construction of a Rail - Road from Bytown to Prescott.

Moved by John Egan, Esq. MPP., seconded by Wm. Harris Esq.,

Resolved, - that it is the opinion of this meeting a Rail-Road from Bytown to Prescott, would ensure to the people of central Canada, and the valley of the Ottawa, not only increased facilities for traveling and imports, but would be the means of throwing open a profitable market for manufactured timber in the towns and cities of the Eastern States; and that it behoves every man whose property or prospects are fixed on the Ottawa to use his best exertions in promoting this enterprise.

Moved by H.J. Friel Esq., seconded by Edward Griffin, Esq.

Resolved, - that the undermentioned gentleman viz; The Hon. Thomas McKay, John Egan, Esq., MPP., John Scott, Esq., MPP., GB Lyon, Esq., MPP., Edward Malloch Esq., MPP., His Worship the Mayor, Ruggles Wright, Nicholas Sparks, Joseph Aumond, I.T.Besserer, William Stewart, George W. Baker, Robert Hervey, Charles Sparrow, Bradish Billings, Andrew Main, and Augustus Keefer, Esq.s, be a committee to correspond with the Prescott committee on the subject - to open a subscription immediately to defray the expenses of a preliminary survey and report, and to procure an Act of Incorporation from Parliament at its next meeting.

Moved by John Egan, Esq., seconded by William Harris, Esq.,

Resolved, - thatt the chairman do now leave the chair, and James Robinson, Esq., be called thereto.

Moved by Augustus Keefer, Esq., seconded by Mr Dawson Kerr,

Resolved, - that the thanks of this meeting be given to the chairman and secretary for their services

(signed) CHR Armstrong chairman

Edw'd Smith, secretary,

Bytown, July 1st, 1848

BYTOWN AND PRESCOTT RAILROAD.

There is no subject more intimately connecteJ with the prosperity of the country, or any means more capable or rapidly developing its resources than the construction of main lines of Railway through it. Canada possesses within itself abundant elements of greatness. It is well adapted for Agriculture, having a fertile soil and favourable climate, and for Manufacturing, having unequalled water power, capable of being employed for that purpose, and withal being stored with Manufacturing material. But these invaluable blessings lie unenjoyed - they exist, and are indisputably within reach ; but they are, comparatively at least, as valueless to us if we were without them. They be like the Miser's gold unemployed, and out of use.

Here is Bytown, possessing extraordinary facilities for Manufacturing and for Commerce wiith water power capable of driving an unlimited amount of Machinery, and with navigable water communication to all parts; yet with all these advantages, and more not named, it is almost standing still, compared with what it should be doing. But water communication, though valuable, is tedious, it is unavailable during a great part of the year ; and more than all, it does not always establish the stream of business in the place required, for allowing it to be fed from the greatest number of sources.

The construction of a Railway from Bytown to Prescott is at the present moment a matter of the first importance, both with respect to Bytown and to the country geneially. There is no place in Canada,- perhaps in America,-of the same distance, which affords equal facilities for Railway purposes. The Railway from Ogdensburgh eastward is now being completed, and thus a line from Bytown to Pescott would place us in direct communication with the American Atlantic Cities at almost all seasons of the year. And were that effected, a line would immediately be extended from Bytown to communicate with the Montre! [sic] and Lachine road now in operation. Let us suppose this, carried out, we would then have the Eastern Trade to Montreal from the Ogdensburgh Line, and the St. Lawrence traffic from the western world passing through Bytown, which would also be the head quarters for the extensive Trade of the Ottawa. The line from Montreal to Prescott can be made via Bytown at a far less cost than by any other route, and when made could br maintained at less expense, and besides would secure a much greater traffic. In a word, the Bytown route would incur the least outlay, and yeild [sic]the greatest revenue.

If however the advantages above pointed out are to be realized, means must be employed immediately or they will not be secured. If the Bytown and Prescott line were built, all would be safe, but if that is neglected we will in all probability be doomed to experience - notwithstanding all the natural advantages in our favour,- the unavoidable and ruinous consequences, which are most to be dreaded. Where there is a will there is a way, and the sooner this matter can be looked after the belter.

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.

Hurrah for Kemptville. Keep the Ball Rolling.

Railroad meeting.

Pursuant to public notice a meeting was held at the Village of Kemptville on Tuesday the 10th inst., to take into consideration the propriety of taking stock in the Bytown and Prescott Railroad and to adopt measures to procure the establishment of a station at Kemptville.

Robert Kernahan Esq., was called to the chair and R. Leslie to act as secretary.

The secretary was called upon to read the prospectus issued by the committee, Joseph Bower Esq., then read a letter received from the secretary of the Provisional Committee.

The following resolutions were then severally put from the chair and unanimously carried.

1. Moved by Mr. H Holmes seconded by Mr. H Hurd.

The facility of communication afforded by Railroads tending as it does to reduce the charge upon the exportation of every article from which an income is derived is of paramount importance to the welfare of the country at large and the agricultural interests in particular.

2. Moved by Mr. Milo McCargar Esq., seconded by Mr. A Beckett.

That experience has abundantly demonstrated that the construction of railroads has ?? more than any other agency elicited by modern ingenuity to develop the wealth and resources of the country through which it passes, by affording at all times and in all seasons a certainty of procuring a purchaser for the productions of the country.

3. Moved by Joseph Bauer Esq., seconded by Mr. Alex. Beckett.

That innumerable instances may be added in which roads have been constructed to the manifest advantage to the Stockholders who have realized handsome income from the investment, by far the largest proportion of such undertakings performing infinitely more than their most sanguine supporters anticipated.

4. Moved by Mr. John Mills and seconded by Mr. A. Beach.

That the increasing wealth and the vast quantity of agricultural produce raised and timber made in this section of the country render desirable that we should co-operate in an energetic manner with the enterprising individuals who have undertaken to arouse the country to a sense of the advantages to be gained by railroads from Bytown to Prescott.

5. Moved by Mr. H Hutchins seconded by Mr. M. Beach.

That Books be forthwith opened for the purpose of receiving the names of subscribers for stock in the Bytown and Prescott Railroad upon condition that a station be established at the Village of Kemptville.

6. Moved by Mr. M Beach seconded by Mr. H Hutchins.

That the proceedings of this meeting be forwarded for publication to the Prescott and Bytown papers.

On motion of Mr. Maiden Beach seconded by Joseph Bower Esq. The chairman was requested to leave the chair and Colonel John Adams was called thereto when a vote of thanks was given to the chairman and secretary for their services.

Robert Kernahan. Chairman

R. Leslie. Secretary.

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

Railroad meeting in Spencerville
(Abridged from Prescott Telegraph)

A very numerous meeting was held in Spencerville on the 12th instant, presided over by W Gibson, Esq., mayor of Prescott, - William B Imrie, Secretary. It was resolved unanimously, -

"That this meeting cordially approve of the projected Bytown and Prescott Railroad, and are of opinion that its completion will be highly conducive to the interests and improvement of this section of country."

"Resolved, - that this meeting recommends the township Council of this Township and the other townships between Prescott and Bytown, to take stock in the Prescott and Bytown Railroad 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., MPP, John Scott, Esq., MPP, Mr. Bell of Bytown, and Judge Brown of Ogdensburg. We regret that we are prevented giving the speeches in detail from one of space.

"In concluding his very eloquent and instructive speech, the Judge made the following prognostications: - " I am sanguine (said he) that this road will be done in 1852. My faith is so strong I picture to myself for the opening jubilee. For that purpose thousands congregate at Prescott. The train is on the track; the iron horse seems restive; enthusiastic plaudits reverberate along the shores of the world's most splendid river; on, onward they speed amid cheers of joyous multitudes, swelling loud and louder at every in gathering. The grand scenery of the noble Ottawa rises to view; booming cannon foretell a warm reception; bells ringing; flags waving; deafening shouts of greeting. My most fervent prayer is that the lives of you and me be spared to witness the glorious event."

After the business of the meeting was closed the stock subscription book was laid on the table by Alfred Hooker, Esq., and several enterprising farmers came forward and showed their confidence in the undertaking by subscribing liberally.

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

quoted the Ottawa Citizen as follows:-

Bytown and Prscott 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 Raioroad 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.

See <https://churcher.crcml.org/candate/shanly.html>

First Annual general meeting of the shareholders of the By town and Prescott Railway Company
Held at the office of the company at Bytown pursuant to noticed, on Wednesday the 21st of May, 1851.

John McKinnon, Esq., president of the company, in the chair.

The president laid before the shareholders the report of the directors for the past four months: -
Report.

The directors of the Bytown and Prescott Railway company on the present occasion beg to lay before the shareholders the following report of the proceedings -
On assuming the duties of directors in January last, they proceeded without delay to take such steps as would ensure activity and expedition in carrier for word the undertaking in which the company are embarked. They immediately engaged the services of WALTER SHANLY, Esq., as chief engineer, and directed him to proceed with the examination of several routes, and reported thereon as soon as practicable. With a view to secure the best interests of the Road in so important a manner as the selection of the site, they felt bound to cause extensive examinations to be made, in order to obtain full and correct information; and accordingly Mr. Shanly received directions "to examine the following routes, viz.: commencing at Bytown keeping on the west side of the Rideau River to opposite Kemptville, and thence to Prescott; also from Bytown to Kemptville, keeping on the east side of the Rideau River from some point at or near Bytown, and thence to Prescott; and also from Bytown to Prescott direct; - and further, to examine the route proposed by Heck's Corners." The examinations were accordingly made by Mr Shanly with as much expedition as circumstances permitted, at that season of the year, - and completed about the middle of April. A meeting of directors was held at Prescott on the 17th of April, when Mr Shanly's report was received, and a bylaw passed for fixing the line of the road from the St. Lawrence River at Prescott to the Ottawa River at Bytown by the way of Kemptville, and keeping on the Eastside of the Rideau River, to enter Bytown on Lot Letter O. This route the directors believe will secure greater advantages to the road than any other. The following bylaws were also passed at the same meeting, - viz: "For the adoption of a common seal" - "For making a call upon the shareholders of the company," and "For fixing the time and place of holding annual general meetings."

The amount of Stock subscribed and now available, exceeds fifty-two thousand pounds, which shows an increase of over twenty-four thousand pounds since the month of January. The directors believe that a considerable amount will be realized further from the minor municipalities through which the line of road is located.

A call of two Shilling and Sixpence to share was made payable on the 19th day of February, and a second call of five Shillings per share, payable on the 8th of May instant. The first call was promptly paid, and on the second call there was received up to the 19th in inst., the sum of £125, and the amount remaining due is being speedily paid up. The total receipts up to the 19th inst., amount to £263. This does not include any of the payments of debenture bonds from the municipalities. The municipalities have taken stock to the amount of £20,500, and the taking of £6,000 more has been agreed to by the township of Oxford, - making in all for municipalities up to date £26,500.

The expenditure has been confined almost solely to the survey, and amounts £105, - leaving a balance on hand of £158. The Directors would mention here, that in making calls they are desirous of distributing them so as to make the payments as light as possible upon the shareholders, and therefore thus far they have called in only what was deemed necessary to meet current expenses.

The directors feel much pleasure in referring to the engineer's report; which, being from a gentleman of much experience and of acknowledged ability in his profession, is justly entitled to great weight. It shows very satisfactorily that the company were not mistaken in their original estimate of the probable cost of the Road, and that, - owing to the extreme favorableness of the ground, - a road of first-class capacity can be constructed on this route at the cost for below the ordinary cost of Railroads. The Directors believe that the means now available, with what they have good reason to believe may be further realized without difficulty, will place the work in such a state of forwardness as will enable the company to carry it through to completion on their own credit; and that if the undertaking be energetically carried forward, the Road may be in operation before the close of 1852.

The directors feel that they cannot close this, the first Report, without referring to the advantages which this Road will possess in a business way, and to the prospects which the undertaking affords of yielding to the capital invested in it a fair rate of remuneration.

The country through which the Road will pass, and upon which it will depend for its way business, is of the very best description as regards Agricultural capabilities. The very rapid settlement and improvement of the greater part of it within a few years back, and under very disadvantageous circumstances, and its constantly increasing prosperity, afford convincing evidence that ere long, under more favorable circumstances, the increase of population and consequent increase of traffic will be still more rapid. The population of the country which is commercially dependant upon this road at present exceeds 120,000, and in view of the results of improved facilities of communication, there is no reason to doubt that in a very few years that number will be more than doubled. The trade on the Ottawa alone, independent of all other exports maybe put at nearly one million of pounds per annum. The communication through the interior by touching the navigable waters of the Rideau at Kemptville, will also, they believe, contribute much to increase the business of the road, as it will enable most of the villages and Towns Southward on the Canal, and a large extent of country lying within reach of them, to avail themselves of the advantages of the Railroad. The extreme cheapness of the road is of the first importance in calculating the probable returns, as with only an ordinary proportion of business the profits would be much greater than usual. It is worthy of remark too, that the length of the road, - about 50 miles, - is the most favorable for working economically. The Director's conclude that by expressing their hopes that this great work, which is of paramount interest to the country, may meet with the success which it merits, and be speedily carried into operation.

All of which is respectfully submitted

(Signed) John MacKinnon President B. & P.R.R. Co.

Bytown 21st May, 1851.

It was then moved by A. Hooker, Esq, seconded by Joseph Bauer, Esq, and

"Resolved, - that the Stock Books of this company be closed until tomorrow at eleven o'clock A.M."

Carriage on division. Ayes 410 - Naves 210

Moved by the Hon Hammett Pinhey, seconded by J.B. Turgeon, Esq, and

"Resolved, - that H.V. Noel, Esq., of Bytown, and Walter D Dickinson, Esq., of Prescott, be appointed Auditors, - that they proceed at their earliest convenience to audit the receipts, disbursements and liabilities of the company, and furnish any shareholder with a copy of the report on being paid five Shillings for the same." Carried.

Moved by J.S. Merwin, Esq., seconded by J.B. Turgeon, Esq., and

"Resolved, - that John McKinnon, Joseph Aumond, Charles Sparrow, Daniel McLachlin, Nicholas Sparks, John Egan, John S. Archibald, Joseph Bower, Alfred Hooker, Thomas Creighton, John Moran, Alpheus Jones and Wm. Patrick be elected Directors for the ensuing year."

Carried on division. Ayes 422 - Naves 32.

Moved by R. W. Scott, Esq., seconded by J. B. Turgeon, Esq., and

"Resolved, - that the thanks of this meeting are due to Mr. McKinnon and his confreres in office for the activity and zeal displayed by them in the performance of the duties with which they were interested at the meeting organizing this Company."

- Carried

John MacKinnon President

Robert Bell secretary

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. It is the intention of the directors to push the work as vigorously as possible this fall, in order to have the advantage of the best part of the season for such description of operations. The heavy cuttings will be opened as soon as practicable, and kept in progress during the winter; and they can by this means be sufficiently advanced next season to allow of there being completed as early as the other portions of the line. Ground will be broken at Bytown on the second day of next month, though the clearing, &c, of the wood-land will be set about immediately.

We congratulate the people of Bytown as well as the people of the surrounding country on the prospects they now have of seeing this great and important work carried forward successfully. The second day of October will witness the commencement of the work of excavating for the track of a railroad that will place Bytown in a proud position. It is a work of which her people may justly feel proud - it is worthy of their best efforts, - and will richly repay them, - and in all probability this road will be the first in Upper Canada, upon which a Locomotive Engine will make its appearance. We believe now that the first journey made by a Locomotive in Upper Canada, will be over the Bytown and Prescott railroad. It cannot be long ahead, however, as the Great Western and other companies are pushing on their work rapidly.

The report of W. Shanley, Esq., the chief engineer, upon the location and character of the line, and embracing also its probable resources, which was laid before the directors, has been ordered to be printed, and will be given to the public in a few days. It is a masterly report written in a plain business - like manner, and clearly setting forth the important points of the subject. It shows, we think, beyond the possibility of dispute, that this line may be safely looked upon as one that will stand well up on the list of profitable, well - paying Roads. The resources upon which it will be dependent, - that is the various classes of traffic, - are put very low, but the summing of them gives an aggregate result that proves conclusively the correctness of the opinion, that the Bytown and Prescott railroad will be in a short time a highly remunerative investment. It is impossible now to form anything like an adequate idea of the advantages that will be realized by all sections of the country on the Ottawa, through the means of this railroad, - for great as have been the benefits gained elsewhere by such means, we believe that upon the Ottawa the advantages resulting from it will be even much greater than in ordinary cases.

Notice to contractors - tenders for grading. (illegible)

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.

The Bytown and Prescott Railroad.

It will be seen by the following Report from the Chief Engineer that the work on the Railroad is satisfactorily progressing, and we have much pleasure in laying this paper before the public. Whatever doubts may have been entertained as to the ultimate success of the Company, there is now no reason to doubt that the enterprise will be safely carried through.

--

ENGINEER DEPARTMENT

Bytown and Prescott Railway

Prescott, C.W.. 21st Feb. 1852

Sir,

I have the honor to submit, for the information of the Directors, the following report of the progress made towards the construction of the Bytown and Prescott Railway, to the close of the past year; together with a statement of the expenditure incurred, noting the several denominations of work to which it is chargeable. Before proceeding to show the progress of the work and its cost, I will briefly review the undertaking from the first commencement of operations, in order to account for the time that has been expended on it.

The first explorations of the route what entered upon in February, 1851, and the whole of that on the succeeding months, as well as part of April, devoted to making such general examinations of the country between Bytown and Prescott as were necessary to warrant a decision as to whether the road would be best located by keeping on the East side of the Rideau until it reached Bytown, thereby avoiding interference with the Navigation of the River, a whether it might not be advisable to cross the Canal, North of Kemptville, and then continue west of it through North Gower and Nepean to Bytown. After a very careful exploration of the country, I gave my opinion in favor of the former route for the reasons set forth in my report of 7th April. The directors coincided in that opinion, and I received instructions to locate the line accordingly, in so far as related to keeping East of the Rideau, but to depart from the most direct course laid down find me, in order to touch at Kemptville.

I lost no time in commencing the Surveys, and by the middle of July everything connected with them was in readiness to admit of the work being put on the contract. Nothing further was done, however, until the beginning of September, the delay having been occasioned, as you are aware, by the necessity that arose for having the charter amended, and until which was affected, it was deemed advisable to take no active measures in the prosecution of the work.

On the 2nd of September the board met at Prescott to receive my report and estimates of the located route. At that meeting it was decided to contract for the "Clearing and Grubbing" of the whole line; proposals for which had been advertised for since the 18th July. The work was adjudged to Messrs. French, Ferguson and Frazer, able and competent contractors, - whose proposal was to take 20 per cent of their prices in stock of the Company, at par. The contract was drawn up and executed without to delay, and the work commenced at once, and with vigor.

At the same session of the Board it was decided to advertise for tenders for grading certain portions of the road : where the cuttings presented the greatest difficulties, and where consequently the longest time would be required for completion. Advertisements were accordingly inserted in all the local publications, and in the Montreal, Kingston, and Ogdensburg papers.

Tenders for grading were received up to the end of September, and on the 4th of October I was instructed to enter into contracts with eight different parties, whose proposals proved most advantageous, for such of the sections as it was designed to grade.

Those contracts were generally, executed about the 10th October, but no work of any moment done any of them until the following month. The portions of the line which they cover are ; -

In Gloucester, 7½ miles
do. Oxford 2½ do.
do. Edwardsburgh 9½ do.

Making in all 19½ miles
now under contract to be graded, out of 53¾ miles, which is the total length of the road.

The contracts now entered into will amount to -

| | |
|--------------------------------------|-----------|
| For clearing and grubbing whole line | £7500 0 0 |
| For grading 19½ miles | 22000 0 0 |

| | |
|-------------------|-------------|
| Total engagements | £29,500 0 0 |
|-------------------|-------------|

| | |
|---|-----------|
| Of this amount there will be paid in stock | 4,200 0 0 |
|---|-----------|

| | |
|---------------------------------|-------------|
| leaving, total cash liabilities | £25,300 0 0 |
|---------------------------------|-------------|

The expenditure of this sum, less than twenty six thousand pounds, would result as follows: -

1st. The whole route would be cleared of timber for a width of 90 feet, and all stumps and failed trees removed, so as to render the work of grading as easy and practicable as possible. 2nd. Close upon 20 miles of the road would be graded, ready to receive the superstructure - those 20 miles, be it remembered, embracing all the most difficult and costly portions of the excavation, and including more than one third of all the earth that has to be removed, and all the rock. In short, were these contracts once carried out the road might be looked upon as half graded, because the expenditure of a like sum would complete it.

Progress of work.

The clearing contract expires 1st August next. The grading contracts extend, generally, over the whole month of August, some through September, next ensuing - and that for the Deep Cut at Prescott extends over the whole of this year. It is a work of no trifling magnitude, and, with the best management, will require that much time to complete it.

The clearing is more than two-thirds done and the grubbing well advanced, and altogether the work completed under this contract amounted, on the 31st. December, to nearly one-third of its ultimate value. The contractors for grading have all carried on the operations with much energy taking into consideration the inclemency of the season, and at the date of writing not less than seven miles are completely graded.

Expenditure.

| | |
|---|-----------|
| Total expenditure to the close of the past year (31st December) was | £7351 2 0 |
|---|-----------|

which may be apportioned as follows: -

| | |
|--|------------|
| Surveys and Engineering and office expenses generally | £1920 14 3 |
|--|------------|

| | |
|---|---------|
| Paid towards Expenses of Secretary's Department, travelling expenses, Print- ing, Advertising, &c. &c. | 222 9 0 |
| Surveying Instruments | 92 10 0 |
| Lands | 37 8 0 |

| | |
|-----------------------|----------|
| Clearing and grubbing | 1872 0 0 |
| Grading | 2931 0 9 |
| Wharfing at Bytown | 275 0 0 |

Total to 31st December £7351 2 0

The expenses for the month
of January amount to £1,311 17 7
Chiefly chargeable to grading , and making a total expenditure
to 31st January last of £8,662 19 7

And to the same date the quantity of work done amounted to -
Earth and Rock excavation, 100,000 yards
Clearing, 320 acres
Grubbing, 2,000 rods
Length of Road graded, 7 miles

You will perceive that the engagements entered into by the company bear but a small proportion to the amount of stock subscribed, and that when existing contracts shall have been carried out the main obstacles to the construction of the road will have ceased to exist. A graded road is always in a condition to seek aid on favorable terms, and when this one has reached that point there will remain so few natural difficulties to encounter that it's known - completion would amount almost to an impossibility. Whenever it can be placed before the Public as, not merely and undoubtedly feasible but, almost completed project, the stock subscriptions can be largely added to, whilst the "Bonds" of the road - which the charter admits of being issued to bear eight per cent interest - will be readily negotiable in the money markets of this continent or in Great Britain.

Trusting that this statement of affairs, both as regards progress and prospects will prove satisfactory to the company.

I am, sir,
Very Respectfully yours
W. SHANLY.

To ROBERT BELL Esq.,
Secy.B. & P. Railway Co.

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

To Capitalists
£15,000 of Bonds for Sale

15/05/1852 Ottawa Citizen Ottawa and Prescott

Bytown and Prescott Railway.

Notice is hereby given, that, in accordance with the requirements of the Fourth Section of the Act of Incorporation of the "Bytown and Prescott Railway Company" a "Book of Reference" of the Lands required for the construction of the said Railway throughout the County of Carleton has been deposited in the office of the clerk of the Municipal Council for the county of Carleton at Bytown.

Signed Robert Bell
Sec'y B. & P. Railway Co..

Notice

The undersigned requests immediate payment of calls not paid up on the Shares subscribed in the stock of the Bytown and Prescott Railway company.
Edward Masse.
Treasurer B. & P. R.C. Bytown.
Bytown, 31st January 1852

Bytown and Prescott Railroad

The annual general meeting of the Shareholders of the Bytown and Prescott Railway Company was held at the Office of the Company in Bytown on Monday last, the 10th instant, the Honorable Hamnept Pinhev of March officiating as Chairman and R. W. Scott, Esquire, as Secretary. The second annual Report of the President and Directors and the Report of the Chief Engineer were laid before the meeting. Several By-laws were passed, after which Directors and Auditors for the ensuing year were elected:

DIRECTORS.

Honourable H. Pinhey of March
 John Mackinnon. New Edinburgh.
 Henry M. Holbrooke, Boston
 Joseph Aumond. Bytown
 D. McLachlin, M. P. P., do.
 Nicholas Sparks. Do.
 John Egan, M. P. P. Aylmer
 Joseph Bower, Kemptville
 Alfred Hooker, Prescott
 Alpheus Jones, do.
 Thomas Crichton, do.
 John Moran, do.
 William Patrick. M. P. P. do.

AUDITORS.

Donald M. Grant of New Edinburgh.
 Edward McGillivray Bytown.
 Robert Farley, do.

The Report of the President and Directors and of the Chief Engineer will be read with much satisfaction by all who take an interest in the success of the Railroad. The Engineer's Report of 21st February last has been already published, but it is necessary here, in connection with the other papers, and it is therefore re-published. Since the fine weather set in the work has been resumed with vigor, and is now rapidly going forward.

The President and Directors of the Bytown and Prescott Railway Company beg to present to the Shareholders their
 SECOND ANNUAL REPORT.

The Board of Directors are able to state that, notwithstanding the difficulties incident to an undertaking of so great magnitude, the prospects of the Company wear a most encouraging aspect.

At the last Session of Parliament application was made for an Act to amend the Act Incorporating the Company, in order to obtain necessary provisions by law for holding Special Meetings of Shareholders, and for removing any possible doubt as to the legality of the last annual general meeting. The amendment was obtained, and besides the objects named, it secures important privileges and business facilities which are found of much advantage to the Company. So soon as practicable thereafter, steps were taken to put the work in progress, and in September a contract for clearing and grubbing the woodland on the entire line between Bytown and Prescott was entered into with Messrs. French & Co. Tenders for the principal portion of the grading were advertised for without delay, and in October twelve sections of the line, embracing all the cuttings, exceeding four feet in depth and extending over eighteen and one-third miles were let by contract at favorable rates to efficient contractors. ground was broken at Bytown on the 2nd day of October, and the work of grading has been in progress during most of the winter. Owing to the unusually severe weather experienced in the latter part of the winter the work in several places was nearly suspended, but it is now being vigorously pushed forward. Excepting the Cut at Prescott approaching the St. Lawrence River, these contracts will be completed in a short time, and the portion of the grading then remaining will not be of great consequence as it does not much exceed ordinary turnpiking, and can be very speedily completed at a comparatively trifling cost.

The contracts entered into up to November last amounted to £29,500, and none farther have been made. For meeting these the Directors had relied principally on the Municipal Stock, but owing to a legal defect in the Bylaws under which the Bonds were issued, new By-laws had to be passed to put the character of the bonds beyond question. The Bonds were originally payable in twenty years, but by the arrangement being carried into effect, under the new Bylaws they will be redeemable by yearly instalments, and besides being much more saleable they will realize more in the market. The late amendment to the Municipal Law required the new By-laws to be advertised three months, and the delay caused thereby has obliged the Directors to meet liabilities thus far with the collections on private stock. Bytown Bonds to the amount of £15,000 are now available for which good offers have been received.

The Stock subscription available- exceed £55,000, which, excepting some £950 is purely local and the Directors believe that additional subscriptions can be had to the amount sufficient to grade the whole line and build the bridges, and extinguish the whole of the land claims. The expenditure to 31st March amounts to £10,313, as is shown by the Engineer's report of the 1st instant, herewith submitted. Steps are being taken to obtain a loan of £75,000 from the Legislature.

which, if granted, will enable the Company to put the road in operation without being obliged to issue more than a trifling amount of Bonds. The Municipal Council of the County of Carleton. And the Municipal Council of the United Counties of Leeds and Grenville have petitioned the Legislature on behalf of this Company, praying for the loan referred to and there is reason to believe that the Councils of the neighbouring Counties will also second the application.

The Chief Engineer's Reports of the 21st February and of the 1st instant, herewith submitted are referred to respecting the expenditure, and the progress of the work and the Directors take this opportunity of expressing their entire satisfaction : with regard to the services of the Chief Engineer, in the management of the important department under his direction.

The great and numerous advantage which this enterprise will secure to this section of Canada and to the country generally, can scarcely be overrated, and the traffic which will be afforded by a region so extensive and populous, cannot fail to yield a large and remunerating traffic to this road. The census returns of this year show a large increase during the past two years in the population and products of the country lying upon the Ottawa and its tributaries. In the Town of Bytown the increase of population has been thirty percent, and the County of Carleton over seventeen per cent, and the increase of products and exports rates even higher. Taking the Counties on the Ottawa together and assuming for those, the returns for which are not yet published, the same rates as exhibited by the aggregate of the others, and for those two years the increase of population exceeds eighteen thousand. The exports from the Ottawa, last year, other than timber, amounted to £317,000, and the total exports to £1,008,400 - The official statistical returns exhibit a population of 120,000 and £5,000,000 assessed value of rateable property in the country on the Ottawa river and its tributaries, which is directly interested in this work, and the consumption of dutiable goods per annum exceeds £500,000. Considering the great extent of country here eligible for settlement and unoccupied, but which, when proper facilities are afforded, will be rapidly filled up, we may reasonably estimate that within five years from the opening of this road, the population will reach two hundred thousand, - and considering the extreme cheapness of the road; and its favorable position for way business, it cannot be disputed that it offers reasonable assurance of yielding a highly remunerative return on the capital invested therein; and the Board of Directors, while they feel increased confidence in the success

of the undertaking, are also more than ever convinced of its manifold advantages to the country, and the certainty of its proving a profitable investment to the shareholders.

All which is respectfully submitted

J. M. MacKinnon

President B. & P. R., Co.

Bytown, 10th May 1852

15/05/1852 *Ottawa Citizen* *Ottawa and Prescott*

Engineer's Report

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.

04/12/1852 *Ottawa Citizen* *Ottawa and Prescott*

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, Esq. 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 1950'

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*

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.

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

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

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.

07/09/1853 *Prescott Telegraph* *Ottawa and Prescott*

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.

07/10/1853 *Bathurst Courier* *Ottawa and Prescott* *Prescott*

About two hundred tons of the iron rails for the Bytown and Prescott Rail Road, arrived last week. and was unloaded at the embarkment at the east end of the Town - the barge in which it was brought from Quebec being moored right alongside the track of the road. The iron is of a heavier make than that used upon the Ogdensburgh road, and appears to be of the best quality of metal. The locomotives and cars are in course of construction, and we understand that every exertion will be made to have them running as far as Kemptville by the end of the year.-- Prescott Telegraph.

21/01/1854 *Ottawa Citizen* *Ottawa and Prescott*

The new Telegraph Line erected by the Canada Grand Trunk Telegraph Company on [sic] the line of the Bytown and Prescott Railway, has been cut down by the Railway-Company for nearly fifty miles. The Telegraph Company assumed the right to take possession of the Railway property, not only without permission but in defiance of the Railway Company, and withal constructed a Telegraph of the most inferior description, and in such a manner as to cause certain destruction of life and property if permitted to remain on the Railway. It was intimated to the Telegraph Company in April last that if they desired to construct a Telegraph on the Railway line between Bytown and Prescott, permission would be granted on conditions of mutual accommodation similar to those usual in such cases, but that the Telegraph must be of a description approved of by the Railway Company's Chief Engineer, and under his direction so placed as not to endanger the safety of trains passing over the Railway track. No regard was paid by the Telegraph Company to notices, or terms, or anything else. They proceeded in the latter part of the summer to take possession, and went on with the construction of their Telegraph. The poles were of the most wretched description, badly planted, and placed near the Railway track, and on both sides of it, carrying the wire backwards and forwards across the track, at only about half the necessary height above it. To permit such a Telegraph to remain on the Railway line under such circumstances was of course out of the question, and as the Telegraph people turned a deaf ear to remonstrance and legal notices, the Railway Company had the Telegraph cut down and removed out of the way of doing harm.

04/02/1854 *Ottawa Citizen* *Ottawa and Prescott*

Exerpt from report of the meeting of the board of directors of the Canada Grand Trunk Telegraph Company.

Some difficulty has arisen on a line projected by the Company, from Prescott to Bytown, with a side line to Perth. The contractors, Messrs. Snow and Dwight, built the line from Prescott to Bytown, on the line of the Railway between those two places. We are informed that before commencing their work, they had authority from some of the Directors of the Railway to build on the line of the Railway ; but it would seem, from the present state of affairs, that some influence has secretly been exerted to induce the Directors of the Railway Company to take action against Messrs. Snow and Dwight, by cutting down the poles. In the meantime, as the contract was not completed and the work not accepted, the loss of course will fall on the Contractors and not on the Telegraph Company. We sincerely sympathize with these enterprising gentlemen, and trust they will be able to devise some means for arranging the difficulty. We are decidedly of opinion (the statement in a Bytown paper to the contrary notwithstanding) that the Railway Directors have been hasty and severe, and think that on reflection they will themselves admit this.

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.

The Bytown Railway Times of Wednesday last publishes a correct statement of the facts involved in the removal of the Telegraph lately erected by the Canada Grand Trunk Telegraph Company on the Bytown and Prescott Railway, and gives the particulars as they appear in the official correspondence and proceedings on the subject.- Mr. Alexander Gibb in his Bytown Gazette still, however, keeps up his old story, though he knows it is not true, if he can know anything, and appears determined to stick to it.

The various questions put by Mr. Gibb in his last publication, we will not notice further, for when the intention, as in his case it purely malicious and personal, a course of procedure altogether different is demanded. We will only draw attention to the two great facts of Mr. Gibb's case. The first is that, a " Mr. Dwight," told him all these things, and gave him a statement in writing to the same effect. The avidity with which this Mr. Dwight's falsehoods were seized upon and published by Mr. Gibb, without examination or question, although grievously libellous, and bearing the stamp of their falsity with them, in so apparent that only one conclusion can be arrived at, and the pertinacity with which the iniquity is adhered to, even when the wrong is clearly pointed out, only confirms that conclusion. It is plain that with Mr. Gibb the right or wrong, truth or falsity, of his statements are matters of only secondary importance ; and it is only necessary to have a " Mr. Dwight" to enable him to fabricate anything no matter what, if they only serve his purpose.

The other great fact referred to is that Mr. Bell owns some stock in the Bytown and Montreal Telegraph. That is always repeated as something unpardonable. We will only say in reply, that if it is to be regarded and treated as a criminal offence to subscribe and pay for stock in a local enterprise, it is only right that the fact should be known. We do not believe that the people of this town, at least to any considerable extent, entertain sentiments of such a character ; but if Mr. Gibb's policy is to be carried out, it is very easy to understand that it is only folly to hope to see men risk money in any description of public works or improvements.

04/03/1854 *Ottawa Citizen**Ottawa and Prescott*

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 unprotected 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 gauge [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 Ogdensburgh, 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.
Also in the Montreal Gazette of 3 June 1854

(From the Prescott Telegraph).
The Shanly Testimonial.

On Friday evening 29th instant, the engineer and contractors of the Bytown and Prescott Railway met at Gilman's hotel, for the purpose of presenting to Walter Shanly, Esquire the late chief engineer of the road, several pieces of plate as a testimonial of their esteem for him. The present consisted of a silver pitcher and four goblets. They were manufactured in New York, and are of very graceful and beautiful patterns. The surface of the pitcher and goblets is smooth, with chasing, showing a delicate vine entwined around them. In form they are the same, but each vine is of a different kind. The pitcher bears the following inscription :

Presented

By the Engineers and Contractors
of the

Bytown and Prescott Railway,

To

Walter Shanly

Late Chief Engineer.

February, 1854.

The goblets have upon them, simply the name "Walter Shanly." The testimonial was prepared and intended to be presented in February last but was unavoidably postponed. This accounted for the date above quoted not agreeing with the date of presentation.

Mr. Sims the present Chief Engineer, presented the plate on behalf of the governors, with a short address. He said that he had been deputed to present these pieces of plate on behalf of the Engineers and Contractors, as a mark of the esteem for Mr. Shanly as a man, and their adoration for him as an Engineer. He hoped that Mr. Shanly would receive the present in the spirit which it was presented.

Mr. Shanly in reply said that this testimonial was entirely unexpected. He was not aware that he had done anything that would warrant his expecting such a thing. The Bytown and Prescott was the first railroad he had been connected with in Canada, and it was natural to suppose that he should wish it an early completion and a prosperous business. This he did - it had his very best wishes. During the time he was connected with the road he could have effected but little unless he had had the cooperation of the other Engineers and of the Contractors. But never did Engineer receive such general and efficient support and help as he received. The road had seen some hard times which would under other circumstances leave anything but pleasant pictures upon his memory, but this night's proceedings would obviate them, and lighten up the whole period he was chief engineer of the work. In conclusion he respectfully thanked them for the honor they had done him.

The ceremony was performed in the presence of the following gentlemen: Mr. Patrick, M.P.P., Dr. Jessup, and Mr. John Moran, three of the Directors of the Company. Messrs. Edwin Jones, John R. McLean, Michael J. Anderson, and John S. Gilman. Messrs. Alfred W. Sims, Quiney D. Wicks, Henry A. Sims, Samuel Stuart, and John McKeever, members of the Engineers department. Messrs. B.G. French, Uri Winchester, William Ferguson, Thomas S. Fraser, and James O'Malley, Contractors.

After the presentation had been made, the Company partook of a supper which had been prepared at Mr. Gilman's establishment. Mr. Gilman had gone to considerable trouble to procure many of the delicacies of the season, and succeeding in providing a most excellent supper, one which did him great credit. After the principal dishes had been removed, the first toast was announced to be to the Health of the Queen and success against her enemies. Drank standing, with all the honors.

After this the national anthem "God Save the Queen," was sung.

Mr. Patrick then gave in behalf of the Directors as the second toast.

The health of Mr. Shanly, our late chief engineer. Which was drank standing, with all the honors. Mr. Shanly in reply, briefly thanked the company for the honor the [sic] had done him. - the next toast was

The Health of the Directors. To which Mr Patrick replied, and thanked the Company in the name of his fellow Directors.

The health of Mr. Bell the Company's Secretary. Was next given, to which Mr Winchester replied for Mr. Bell.

At the request of several, Mr. Idler sang a very amusing Irish song.

Health and success to the Contractors. Was the next sentiment introduced, which Mr. French responded. Mr. Fox gave.

The Healths of the Chief Engineer, Engineers and Contractors of the Toronto and Sarnia Railway. Which was drank standing and to which Mr Shanly replied.

The corporation of Prescott. Responded to briefly by his worship the Mayor. Mr. French gave

The present chief engineer. To which Mr .Sims replied, giving

The Resident Engineer and the Assistants. - to which Mr. Wicks responded briefly.

The Health of Mr. Gilman, our Host, long life to him. To which Mr Gilman replied, giving.

The Health of Judge Brown of Ogdensburg. Mr. Sims thanked the company on behalf of his countrymen.

The Ladies - God bless them. This sentiment was received with enthusiasm, and responded to by Mr. Edwin Jones.

The members of the Bar present. Thanks for this were returned by Mr. McLean.

"The Contractors of the Brockville and Ottawa Railway, we wish them good prices and easy digging." Responded to by Mr Fraser.

The company soon after broke up.

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.

10/06/1854 *Ottawa Citizen*

Ottawa and Prescott

Our Prescott neighbors are in high feathers their Railroad is nearly completed and they feel themselves just stepping upon the threshold of " the good time coming." The Prescott and Bytown Road will inaugurate a new era of life, energy, and prosperity, to which they have long been strangers. We give them joy on the occasion, and declare that we never listened to more agreeable music than last week, when the whistle of the first locomotive broke upon the tympanum of our ears, and its echoes were lost in the forest that stretches away to the Ottawa's tide. .V. Lawrence Republican.

10/06/1854 *Ottawa Citizen*

Ottawa and Prescott

Our long-winded, anti-progressive, stick-in-the-mud contemporary has this week disgorged himself of another column, in which an exceedingly feeble attempt is made to defend the course he has pursued toward the Bytown and Prescott Railway, on the grounds that his attacks originated in the inquisitiveness of his disposition! He has long been tormented with a desire of being made fully acquainted with the private affairs of the Company, and the wicked Directors, it appears, have not thought it proper to take him into their special confidence. In doing so, he may rest assured that they have consulted the interest of the public, as well as their own. The officers of the Railway are all interested by the strongest ties in its speedy completion and success. They have all more or less money invested in it, while their editorial detractor has not one brass farthing. If it should prove a failure, they will lose largely; and if their exertions should be successful, the public will reap the benefit. Their connection with the road is such, that they do not require the supervision or direction of our contemporary in order to urge them on to the performance of their duty. Although they have encountered great difficulties, yet at no time have they been reduced to the necessity of seeking his advice and counsel for the purpose of extricating themselves. It is probably for this reason that they have not yet laid the private affairs of the company before him. If at any time hereafter they should find themselves completely non-plused, perhaps they will send for him. At present everything is going on famously; and his valuable assistance not required. He may therefore, safely allow his mental agony to be calmed down. Neither the progress of the work, nor the good understanding which prevails amongst its projectors, nor the public good, can just now gain much from the aid of such mischief-making journal as that conducted by our contemporary.

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.

01/07/1854 *Ottawa Citizen*

Ottawa and Prescott

As was previously announced, on Wednesday the 21st instant, the Iron Horse was put in harness and ran over a portion of the course upon the Bytown and Prescott Railway. The track having been laid down from Prescott to Spencerville, a distance of a little more than ten miles, a party of the Sons of Temperance, numbering over 150, engaged a train to convey them as far as the latter place, where a soiree was held. The day was fine, and the trip was effected in perfect safety, the conductors deeming it advisable to proceed with great caution. On arriving at Spencerville a procession was formed which marched through the village headed by the Port Elgin Brass Band and displaying the banners belonging to the sons of Kemptville, Prescott, Augusta, illegible, Port Elgin, Spencerville, and the Prescott Cadets. In a shady grove on the property of David Spencer, Esq., refreshment tables were laid out, amply spread with good things. Here, after supplying the inner man, subsequent addresses were delivered by A.B. Pardee Esq. of North Augusta, I.B. James Esq., of Ogdensburgh, the Reverend Mr. Armstrong and Thos. Maley Esq. of Kemptville, while the Band discoursed sweet sounds. Shortly after four the party again embarked and their Iron Steed soon trundled them back into Prescott. There were no accidents and all enjoyed themselves immensely. The Road worked to admiration - an immense crowd was assembled at Spencerville of farmers and their families; and, altogether illegible was a glorious and good one. Such a one as the greatness of the occasion deserved, - and conducted, too on cold water principles -- indicating that the Bytown on Prescott Railway has become a great sober useful fact: and such may it ever continue until illegible no longer needed in the world. The laying down of the track is proceeding illegible and has already been carried on and past Spencerville, and by the middle of this month it is confidentially expected the cars will be running to Kemptville.

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.

A contract has been executed between the Bytown and Prescott and Ogdensburgh Railroad Companies for a ferry across the St. Lawrence river, which secures an efficient connection of the two roads at Ogdensburgh. The ferry boat is to be provided and run by the Bytown and Prescott Company, and is to be of sufficient size to carry loaded cars.

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

The Ogdensburgh Sentinel says that there is now being built at Philadelphia, a mammoth iron steamboat, to be used as a ferry between Ogdensburgh 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.

06/08/1854 *Ottawa Citizen*

Ottawa and Prescott

The Iron Mines of the Ottawa. A gentleman from Pittsburgh, Mr. Forsyth, who is largely engaged in the manufacture of iron, has purchased the valuable bed of ore in the Township of Hull, about five miles from this town. It is his intention to take out the ore and convey it to Pittsburgh, in the State of Ohio, where it is to be mixed with other kinds and smelted. This bed is over 60 feet in width; and it is calculated that three millions of tons of pure iron can be obtained from it without any extraordinary mining works being constructed. The vast impetus given to the iron trade within the last few years by the large demand for Railway purposes, has brought into repute a great many deposits which previously had remained unnoticed or considered of little value. The sudden and great extension of the railway system in this Province, will, it is to be hoped, create a manufacturing business out of our own ores, in our own country, and by our own labour. The millions which we pay to the workmen of other countries will then be paid to those of Canada. It is said that iron cannot be made with profit in Canada, but with the present high prices, and the certainty of a great demand hereafter; we think the experiment might be made without much danger.

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 mean time a large party of miners have arrived and commenced operations.

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 otruded 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 3½ 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.

24/08/1854 *Brockville Recorder**Ottawa and Prescott**Kemptville*

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*

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."

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.

02/09/1854 Ottawa Citizen Ottawa and Prescott

After Saturday 6th instant [sic], 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 the 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 Ogdensburgh 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 Prescott

Another locomotive, called the Bytown, was last week placed on the track of the Bytown and Prescott Railway, making; four locomotives now on the road. Quite a smart business is already doing, notwithstanding the fact of the line being incomplete. A good deal of work has been done at the depot at this place, in the way of tilling up, &c. The frame work of a large freight house is now being put up, and the various requisites for the business of the road are under way. Prescott Telegraph.

04/11/1854 Ottawa Citizen Ottawa and Prescott

We copy the following favourable notice of the Bytown and Prescott Railway From the Prescott Telegraph of 1st inst. It must be observed that the gentlemen who have thus given their opinion upon the Road and its equipment are men of superior intelligence, and from the western part of Canada, where Railways always in operation. They are, therefore, perfectly competent to pass judgment upon the matter. Let us hope that our iron pathway may long continue to deserve such compliments:-

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 Bytown 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, Esq., 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.

H.R. O'Reilly, Chairman

H.W. Jackson, Sec'y.

(N.B. presumably G.D.S. of T. stands for Grand Division, Sons of Temperance)

11/11/1854 Ottawa Citizen Ottawa and Prescott

First Goods by Bytown and Prescott Railway to Bytown.

Novr. 10 - E. McGillivray, 164 boxes Twankay and Young Hyson Tea, 10 casks Sugar-bouse Syrup, 12 cases Portland Molasses, 12 cases and bales of Merchandize. [sic]

11/11/1854 Ottawa Citizen Ottawa and Prescott

A Visit to Bytown

A gentleman connected with the, Kingston Commercial Advertiser, who visited Bytown during the late Temperance Demonstration, writes as follows to that Journal:-

"One word only in justice to the officials in charge of the Bytown and Prescott Railroad. Indeed we cannot find words strong enough to express the sense, which the visitors to Bytown on this occasion, have of the attention bestowed upon them by the gentlemanly conductor of the train and of all the other railroad employees. All arrangements announced in the programme were carried out punctually, and with a regard to the safety and comfort of the passengers, more than is usually the case on Railroads. Under such able management, and with the rapidly growing country which it opens up to look forward to, there can be little doubt that the Prescott and Bytown will prove one of the best paying Railroads in the country, when it is finished."

We will take a future occasion to sketch the flourishing City of Bytown, which our reporter states has made more rapid progress since he last visited it, than most places in Canada. If this be the case now, what may " the forest city" not look to be, when the unlimited wealth of the Ottawa country becomes developed. Indeed we do not flatter the Bytonians when we express our belief that the favorite encamping ground of Captain By, will yet be one of the noblest cities in Canada. - Advertiser.

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.

18/11/1854 Ottawa Citizen Ottawa and Prescott

We are indebted to R. Gough Esq., Superintendent of the Bytown and Prescott Railway, for a copy of the following important document. Our merchantile readers will peruse it with interest. We may suggest that a meeting should be held for the purpose of furnishing the Boston Board of Trade with the required information.

Details not transcribed

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

Arrangements have been made by Mr. Wicksteed, P. O. Surveyor, with the Bytown and Prescott Railway company, for the carriage of the mail between Bytown and Prescott, and will go into operation in a few days. It is intended to have the mails leave Bytown in the morning about six o'clock and arrive at Prescott at nine, or about that hour. The mail for Montreal will then be sent across the St. Lawrence River at Ogdensburgh, and then by Railway without detention, to Montreal, and arrive there the same evening. The mail leaving Montreal in the morning will reach Bytown the evening of the same day. The western mail downwards, will leave Kingston in the morning, and reach Prescott in time to come forward to Bytown by the Bytown and Prescott Railway the same evening. Already the arrangements with the Ogdensburgh railroad has gone into operation, and the mails between Montreal and Upper Canada pass that way. Mr. Wicksteed has spared no exertions to make the postal arrangements as complete and satisfactory as possible.

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.

R. Hough, Superintendent

14th December 1854

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.

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.

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.

30/12/1854 Ottawa Citizen Ottawa and Prescott

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.

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.

BYTOWN & PRESCOTT RAILROAD

Ottawa, Montreal and Quebec through mail route!

WINTER ARRANGEMENT

On and after Monday, 1st January 1855, the mail and passenger trains will run as follows, viz:

LEAVE OTTAWA CITY

At 6, am, Railway Time (5.30 Ottawa Time) - stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCER'S, and arrive at PRESCOTT at 9 a.m., in time to connect with the Ogdensburgh Railroad train going East.

LEAVE PRESCOTT

At 5.30, P.M.. (Railway Time,) or on the arrival of the Train on the Ogdensburgh Railroad, stopping at way stations above mentioned, and arrive at Ottawa at 8.30, P.M..

PASSENGERS for MONTREAL, BOSTON, and NEW-YORK can proceed by Ogdensburgh Railroad, arriving in Montreal the SAME EVENING or Boston and New York the day following.

R. Hough, Supt B. & P. Railway.

B. & P. Railway Office,

Ottawa City, 1st January, 1855.

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.

OTTAWA AND PRESCOTT TELEGRAPH

This line is now in course of being rapidly constructed, and is in fact nearly completed.- The wire will extend from the city of Ottawa to Prescott, and thence by submarine cable through the St. Lawrence to Ogdensburgh, where it will connect with all the lines in the States, through the wires terminating at the latter place. There are to be two wires between Ottawa and Prescott, where the posts now being put up are of the best description, and are inserted between five and six feet in the ground, so that they cannot be blown down. This line will be in the greatest benefit to Ottawa, and not only on account of the certainty that will exist of there being no delay at any time in the transmission of despatches, but also in its cheapness.

For instance, the Tariff at present to Prescott is 2s 3d, by the new line it will be 1s 3d; to Ogdensburgh it is 2s 6d, it will be 1s 6d; to Kemptville is now 3s, it will be 1s. The reduction on all communications to Boston, New York, or any other eastern or southern locality will be of like importance. This will be of great advantage. The beauty of telegraphing is complete when a man can send his communication at any instant of time he wants to do so, Where lines are so imperfectly constructed that every storm will cause a delay of several hours, and even two or three days, the inconvenience and loss of time to men of business can scarcely be estimated. Five hours delay may ruin a merchant, and in the same time, the sale of a raft at Quebec may be lost, at the cost of several hundred pounds out of the pockets of the owners. The business of the Ottawa cannot be transacted without a superior telegraph line such as that now in course of being constructed. The work is in the hands of Messrs. Dodge, Dickinson & Co. men who understand their business to the very bottom of it, and we trust they will be ably supported.

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 pass over 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.

20/09/1856 *Ottawa Citizen* *Ottawa and Prescott*

The Government and the Railway.

The Brockville Recorder of the 11th inst contains a most unjust, as well as ungenerous article headed, "Very like a £13,000 bribe." The editor of that journal has either been misled or willfully misrepresents the transactions between the Government and the Ottawa and Prescott Railway. He accuses the government of advancing to the Road a sum of money, as a bribe to the electors of the Rideau division, to secure Mr. Vankoughnet's election. Now, if he had taken the trouble to inform himself, he would have known that the arrangements for the money was made with the government long before Mr. Vankoughnet became a member of it, and before the election for the Rideau division was thought of - and it is only the censurable tardiness in carrying out the arrangement which has kept it on hand till the present time, and so give any shadow of pretext for the recorder's false charges.

Besides, instead of being a favour, it is not even simple justice on the part of the Government. They have advanced hundreds of thousands, millions of pounds, to Railways in other parts of the Province, such as the Grand Trunk, Great Western, St. Lawrence and Atlantic, Quebec and Richmond, Toronto and Lake Huron, &c, many of them of far less importance than our road, and made these advances before the roads were in existence. Whereas the Ottawa and Prescott Road has now been in successful operation for more than two years, has struggled through all kinds of difficulties and opposition, without a farthing of government aid in any shape, until it's success is an existing reality; and then all that is done is to lend the road a small sum upon undoubted security! and even this is denounced as bribery and corruption! And the Citizen is accused of being bought by this miserable measure of partial and tardy justice! Had such an accusation being brought by the Globe, or any of the journals in the western interests, we would not have noticed it, - it would have been only what might have been expected. But what madness could have possessed the Recorder to join the crusade against this action of the Province, and, like a mad bull, with its eyes shut and its head down, to dash so frantically into the conflict, we are certainly at a loss to understand. We in this section of the country can expect nothing but neglect from government, if they get nothing but abuse and misrepresentation when they attempt to do us justice. And that even from ourselves. We certainly expected better things from the Recorder. But his folly may yet recoil upon himself and his friends. Brockville aspires to have a Railway to the Ottawa. The friends of that Road have had to struggle and contend with difficulties. We never put in a oar to retard them. But we know a little of Railways, and we can tell our Brockville friends for their comfort, that unless they receive more assistance from Government than we of Ottawa did, their Road will never be traversed by a locomotive.

If we have shown any friendliness towards the Government it is not because we consider ourselves under any obligation to them, but simply because they may have shown more disposition to do justice to this part of the country, than former Governments have done, and so long as they continue to do so, they will have at least our approbation for so doing, even should we be accused of being bribed and bought. This species of bribe we are willing to accept and thankfully acknowledge. It is one of those objects we have been labouring for, for years, and if any degree of success at length crown our efforts, it would ill become us to show ingratitude towards those who have assisted us to that success

25/09/1856 Brockville Recorder Ottawa and Prescott

The Prescott Messenger appears wrathful at our 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.

18/11/1857 Montreal Gazette Ottawa and Prescott Ottawa

Between Saturday (14) night and Sunday (15) morning last, the engine shed of the Ottawa and Prescott Railway Company, at this city, was burned to the ground. The beautiful new locomotive "Prescott," lately purchased by the Company, was in the shed at the time, and was, of course, much injured; it is estimated that it will cost about \$1,000 to repair the damage. The shed itself was of little value. The fire was first discovered by Mr. Baskerville, the watchman at the terminus, about half a mile distant from the shed. He, of course, could not leave his post, but quickly roused some persons in the neighbourhood, who hurried to the spot. They found the shed all in flames, so that the locomotive could not be removed, but were in time to remove some cars which otherwise would have been destroyed. The watchman was found asleep in one of the cars. He immediately absconded and has since kept out of the way. Rumours are afloat that the fire was the work of an incendiary, but nothing has yet transpired to cast suspicion on any one. It appears quite possible that the culpable negligence of the watchman is alone to blame. Citizen

26/02/1858 Montreal Gazette Ottawa and Prescott

The Ottawa and Prescott Railway, which has been in operation since December, 1854, was built by a company first organized in 1851. It 54 miles long, and two passenger trains run on it each way, daily. Its stock has not been a paying one hitherto, and shares have been lately sold at a few shillings each; but now they are firmly held, and the road will probably be improved by the expenditure upon it of £50,000 granted to it last session by Parliament.

28/02/1859 Ottawa Citizen Ottawa and Prescott

Petitions brought up and laid before the table.

Of Samuel Crane and others of the District of Johnstown, praying for an Act of Incorporation for the construction of a Railroad from Bytown to Prescott.

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

More on the Ottawa & Prescott loan.

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

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

24/09/1859 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.

03/02/1860 Ottawa Citizen Ottawa and Prescott Ottawa

SERIOUSLY INJURED - A mn whose name we did not learn, was seriously unjured at the railway depot last Monday morning. While attempting to stop a span of horses frightened by the locomotive, he was thrown to the ground and severely injured about the head. It was since untruly reported that the man had died.

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

Report on Ottawa and Prescott annual report.

06/04/1860 Ottawa Citizen Ottawa and Prescott Ottawa

KILLED BY THE CARS - An accident of a very melancholy character occurred yesterday at the depot of the O. & P. Railway in this city shortly after the arrival of the afternoon train. Amongst two or three lads who mounted the cowcatcher to have a ride while the engineer was making up his train for the morning run, was one David Kiddie, 12 years old, who losing his hold fell under the wheels of the locomotive, and was instantly killed. One of his arms was fearfully mangled and his skull fractured, and a hole made in his body through which protruded his entrails. The remains of the unfortunate lad were removed to the residence of his parents in the vicinity of the depot, where an inquest was last night held, and a verdict returned in accordance with the facts. No blame is attached to the engineer, who cautioned the boys against getting on the locomotive, and did not observe them disobeying his injunctions. We hope this sad affair will be a warning to those boys who nightly crowd around the engine on the arrival of the cars, and elude the vigilance of the employees of the company to jeopardize their lives.

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.

12/05/1860 Ottawa Citizen Ottawa and Prescott Ottawa

EXTENSIVE CONFLAGRATION

Ottawa and Prescott Railway Depot Burned Down

\$15,000 WORTH OF PROPERTY DESTROYED

SUPPOSED WORK OF AN INCENDIARY

About half-past four o'clock yesterday morning the bells from the tower of the Catholic Cathedral pealed forth the alarm of fire ; and soon those citizens, who promptly answered the dread summons, discovered that the temporary depot of the O. & P. Railway was in flames and rapidly being consumed. The delay in making the general alarm gave time for the devouring element to envelope the building in a mass of flame, through which it was impossible for those arriving to pass in order to save the valuable contents of the building. The night watchman in charge, however, succeeded in saving most of the account books and papers in the freight office, which was situate in the eastern extremity of the building; with this exception little of value was saved from any portion of the building, in which a large quantity of goods had been stored. From the burning storehouse the flames soon communicated with a freight train numbering fourteen cars, and mostly filled with valuable merchandise which had been run up to the storehouse for the purpose of unloading. Soon as the cars took fire a determined effort was made to remove them from their dangerous proximity to the burning building by those present; but, although the effort was in a measure successfull, four cars out of the fourteen were completely destroyed ere the work of removal could be completed. By this conflagration our city merchants and others have lost property to the value of over \$10,000, and the Railway Company to the amount of not less than \$5,000; on none of which was there any insurance. The \$10,000, however, we are glad to say, is distributed amongst some forty individuals; and although falling heavily on not a few of them, still it is better than if the misfortune had to be borne by one or two. We are unable at present to particularise the different losses, or even to individualise the respective sufferers; but after investigation which is to take place today, we shall probably be in a possession of full particulars. That the fire wsa [sic] the work of an incendiary there seems to exist not the slightest reason to doubt, for the night watchman, who is an old and tried servant, asserts that no appearance of fire could be discovered five minutes before the flames burst out. We regret to learn that several persons, instead of rendereing assistance in extinguishing the flames busied themselves in securing such articles of value as escaped the flames in a whole or partially damaged state. We hope a rigid investigation into the origin of this calamitous fire may be made to-day, and that the incendiary or incendiaries who applied the torch may be discovered and punished as the crime deserves.

12/05/1860 Ottawa Citizen Ottawa and Prescott Ottawa

THE FIRE INQUEST - The investigation instituted by coroner Patterson for the purpose of eliciting information concerning the burning of the Railway storehouse last Sunday night, has not yet terminated, although it has now been going on four days. We are told that the evidence thus far, without criminating any one, leads to the conclusion that the fire was caused by an incendiary. We forbear comment till the jury concludes their investigation.

19/05/1860 Ottawa Citizen Ottawa and Prescott Ottawa

THAT FIRE INVESTIGATION - owing to the illness of Coroner Patterson, the investigation into the cause of the fire at the Railway Depot has been postponed

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 *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.

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

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

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 *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.

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

I have the honor to be your obedient servant.

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

No III

Ottawa and Prescott Railway Office

Oct 5th 1864

M.K. Dickinson Esq.

Dear Sir

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

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

Yours etc

R. Bell, President.

No IV

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

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

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

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

I remain, yours respectfully

M.K. Dickinson, Mayor

No. V

Ottawa and Prescott Railway Office

Ottawa, Oct. 6th, 1864

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

Yours very respectfully, Robert Bell.

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

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

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

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

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

Report of special Railway Committee of Council.

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.

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 £40,000 or £45,000. Of course the person purchasing will be obliged to pay off this mortgage forthwith.

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

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

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

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

Mr. Bailiff. Will anyone make me an offer.

Mr. John Bell. \$100.

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

Mr. Bailiff. Who is the purchaser?

Mr. John Bell. C.J. Brydges.

This closed the proceedings.

21/10/1864 Merrickville Chronicle Ottawa and Prescott

PRESCOTT AND OTTAWA RAILWAY

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

From the Merrickville Star-Chronicle of 25 April 1912

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

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

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.

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. Debttor 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 Gloucester

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.

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.

30/12/1865 The Times, Ottawa Ottawa and Prescott Gloucester

--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".

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

27/03/1866 Ottawa Citizen Ottawa and Prescott

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

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

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

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

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

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

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

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

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

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

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

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

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

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 policemen 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.--

08/08/1901 Kemptville Telegram Ottawa and Prescott Kemptville

Fifty Years Ago.

A meeting was held in Kemptville Dec. 10, 1850, to consider the propriety of taking stock in the Bytown & Prescott Railroad, and to adopt measures to procure the establishment of a station at Kemptville. Robert Kernahan was chairman and R. Leslie secretary. A resolution was passed to open forthwith books for the purpose of receiving the names of subscribers for stock, upon condition that a station be established at the village. Stock to the amount of £3,500 was taken in a few days.

This will remind a good many people in and about Kemptville that they are stock holders in the Bytown & Prescott Railway. It was expected at the time that the enterprise would be a good dividend payer but so far the local certificate holders have received no return for their money.

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.

12/02/1921 Ottawa Citizen Ottawa and Prescott

Formal acknowledgment was made yesterday by the Women's Historical Society of Ottawa of a valuable donation to the society's museum by E. W. Beatty, president of the Canadian Pacific Railway, Montreal. This donation consisted of the name plate of the locomotive "Bytown," which hauled trains on the Ottawa-Prescott Railway in the "fifties."

CITY'S FIRST RAILWAY

The late Sir Richard Scott, in 1911, wrote a little book entitled "Recollections of Bytown," for distribution among his personal friends. Among the stories in this book was one about how the Bytown and Prescott Railway, the town's first came into being, and of the hard time the promoters had in financing it. Ottawa at that period - 1850 - had only a small population, about seven thousand, and but few of the residents were very well to do.

The start of the project, which was to mean so much to the isolated Bytown, came when in the early part of 1850 Edward McGillivray, one of the town's biggest general store owners, suggested to Sir Richard, then plain Mr. R. V. Scott, but a leading lawyer and public man (M.P.P.) that he (Mr. Scott) should take some steps towards getting Ottawa a railway outlet to the St. Lawrence. Mr. Scott acted promptly and soon a petition for a charter was ready. The petition was signed by the following prominent citizens, every one of whom, with the exception of Sir Richard, was dead when Sir Richard wrote in 1911.

Railway's Promoters.

Nicholas Sparks. W. H. Thompson, George Patterson, Agar Yielding, Wm. Torney, George B. Lyon, James Brough, Donald McArthur, George H. Baker, John L. Campbell, Richard Statham, Lyman Perkins, Peter N. Riel, John Durie, Richard W. Scott, John Bedard, Jos. Aumond, Thos. Corcoran, John Forgie, Robt. Lees, John McKinnon, Chas. Sparrow, Peter A. Egleson, Workman and Griffin, John Wade, Jos. B. Turgeon. John Scott, Ed. McGillivray. Andrew Main, Aug. Keefer, Edw. Masse, George R. Johnston,

Company Formed.

In August, 1850, the charter was granted and the Bytown and Prescott Railway came into existence. It was then that the troubles of the new company began.

"It was a bold move, if not a rash one," wrote Sir Richard, "to undertake the building of the railway" - this owing to the meagre business of the town and the scarcity of money.

But rash or not, the undertaking started, and at a meeting of the promoters Robt. Bell was appointed secretary of the meeting, and later became secretary-treasurer of the company. John McKinnon became the first president and Walter Shanley [sic] was selected as engineer.

City Again Helped.

The search for stock-takers then began. The town subscribed fifteen thousand pounds (about \$75,000 then), but after a long canvass for funds in the town and villages along the proposed route, it was found that the necessary amount could not be raised. Carleton County refused to subscribe. Sir Richard relates in detail the financial ups and downs of the pioneer company. Sir Richard was mayor of Ottawa in 1852. In 1853 (through his influence, no doubt) the city took \$200,000 from the municipal loan fund and lent it to the company. This was the first substantial relief. But despite this special aid, it was April, 1855, before the first train crossed the bridge over the Rideau to the Sussex street station.

Sir Richard related that for a time he was the owner of a locomotive. It appears that things got so bad with the company that the bailiff seized various pieces of the rolling stock. A passenger locomotive was put up at sheriff's sale. Sir Richard bought it and leased it to the company till such time as they could redeem it.

REMINISCENCES OF OTTAWA-PRESCOTT RLY

Mr. J.E. Dolman, 78 Elm street send the O.T.S. an Ottawa and Prescott Railway time table of 1856 67 years ago. Mr. Dolman is an engineer on the Ottawa-Prescott branch of the C. P. R. and has been running on that road for the past twenty years. His father, John Dolman, was an engineer on the Ottawa-Prescott road for 49 years, being superannuated in 1917. He is now living at Keewatin, Ont., and is still hale and hearty. Mr. Robert Dolman takes a great interest in the history of the Bytown-Prescott road and has considerable literature on the subject. He has pictures of the original wood-burning engines, of which there were five. These were the "Oxford," the "Bytown," the "Ottawa," the "Prescott," and the "St. Lawrence." Mr. Dolman says the first engine to run on the road was the "Oxford," which was built at Portlamd. Me., and which was brought over from Ogdensburg to Prescott in a scow. The "Bytown" engine was afterwards changed to the "Colonel By." Mr. Dolman has also pictures of the first trains. One of these pictures may later be reproduced in the O. T. S.

Mr. Dolman says that as far as he can learn there are only two men living of the staff who ran the road prior to 1862. These are a Mr. Wardrope, of Brockville, and a Mr. Wilkinson, of Prescott. Mr. Ward-rope was superannuated in 1913. Of those who were on the road when the time-table of 1856 was issued by Benj. French, Jr., the then superintendent, none are alive.

The Clock at Prescott.

The outstanding feature of the 1856 time-table is the statement that the clock in the superintendents office at Prescott was to be taken as the standard time. The order continuing reads:

"Conductors will be particular to compare their time with it (the Prescott clock) before leaving. They will also compare time with each other at passing stations: and see that the clocks at other stations and the watches of conductors of construction or wood trains compare with the standard time."

It would appear from the above that at that period there was no telegraph service on the line, or that the conductors and not the station agents were the big noises in the matter of time.

According to the time-table the trains moving south from Ottawa left at 7.15 a.m. and 1.10 p.m. The first was the mail train and the latter the "accommodation." The mail train reached Prescott at 10 a.m. and the accommodation train at 5.10 p.m. Regular stops were made at Gloucester, Osgoode, Kemptville, Spencerville, and Prescott Junction. The trains reached Ottawa at 11.10 a.m. (accommodation) and 5.15 p.m. Tho Ottawa and Prescott trains crossed a Kemptville.

Rules of the Road.

On the second page of the time table is printed the rules of the road, which were largely as at the present day. It is evident that those days cattle must have got on to the tracks more than at present as rule 14 reads:

"Enginemen will be extremely careful to guard against the killing of cattle on the tracks: a good reason will be required to justify any occurrence of this kind. Whenever animals are seen on or near the track, the speed of the train must be reduced immediately, the necessary signals given, and no risks run."

Above is printed a picture of the first engine which ran on the Bytown and Prescott Railway (now C.P.R. Prescott branch) in 1854. This engine came from the Boston Locomotive Works. This old engine was an aristocrat in its day. It pulled the passenger trains. The man standing beside the engine is Robert Graham, the engineer. A brother of Robt. Graham was proprietor of the old Grand Union hotel the well known John Graham. The figure standing between the engine and tender is Mike Mahar, the fireman. The picture was taken in 1861 near the King street crossing in Lower Town. It was taken by G. W. Edmondson. The engine weighed between 30 and 35 tons. For the above picture the O.T.S. is indebted to Mr. J. E. Dolman, 78 Elm street.

Anecdotes of Bytown - Prescott Railway;
 Secret trip of Whalen;
 Employees often given pay in I.O.U. form.

Road Was Often Hard Up, But the Working Staff "Stuck It Out." Little Stories About the Men Who Stood the Hardships of the Early Days. Interesting Incidents of History of Ottawa's First Railroad. A Fast Run,
 Here is a budget of bright anecdotes and facts about the early days of the Bytown and Prescott Railway and of the men who made it famous.

When the Bytown and Prescott Railway started operations in 1854, Ottawa's progress received an impetus second only to the effect of the selection of the city as the Capital of Canada.

Today the Bytown and Prescott Railway is merely the Prescott-Ottawa branch of the Canadian Pacific Railway and plays only a small part in either the business or travel of the city. The old road is only a sort of a side issue now, but it should be kept in kindly memory by the people of Ottawa for the part it played in the fifties and sixties in putting Ottawa in touch with the outside world.

Mr. J. E. Dolman, C.P.R. conductor and an enthusiastic O.T.S. reader, sends the Old Time Stuff a photograph of the first coal-burning engine used on the St. Lawrence and Ottawa (Bytown-Prescott) Railway and accompanies it with a letter full of interesting stories about the early days which will no doubt be read with great pleasure, not only by railroad men, but by all O.T.S. readers who are interested in the old road. .

Mr. Dolman writes:

First Coal Engine. The diamond stack engine burning coal (picture enclosed) was one of The early engines on the O. & P. Railway. This engine was built at the Kingston Locomotive Works in the sixties and was a wood burner. But about the year 1873 or 1874 Mr. Reynolds, manager of the St. Lawrence and Ottawa Railway, had the engine made over into a coal burner. The coal burning diamond stack was much smaller than the wood stack and; known as the real diamond stack. This engine ran until the road was taken over by the C.P.Ry. and than later on the C.P.Ry.

This engine was the first coal burner at Ottawa and was quite a sight around Sussex street in the early sixties, as everything else burned wood. This engine was the start of the black smoke.

Historic Picture.

The picture was taken at Kemptville in 1874. Engineer Frank Daniels is in the cab window; Fireman E. Murphy is sitting on tender box; Conductor Wm. Freeman is standing nearest to the engine on the platform. The man in the baggage car door is Jas. Wallace, train baggage man. The engine crew and conductor, later became C.P.R. men. All are, dead now. Wallace was pensioned by the C.P.R. about two years ago, being one of the oldest passenger conductors in Canada and well known to the traveling public between Ottawa and Montreal.

Daniels retired in the late '90's. Murphy ran for years on the C.P.R. One brother is still with the C.P.R. and is now general manager of the C.P.R. lines west of Fort William, or Western Lines. John Rosebrook was the trainman, now pensioned by the C.P.R.

Steamboat Express

The picture of the steamboat express (photo also enclosed by Mr. Dolman) was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at Taunton, Mass.. in 1872 and was all covered with brass and beautifully painted and varnished, as all the engines were in those days. This engine was named Lucy Dalton.

The engineer standing between engine and tender is Geo. Wallace, who afterwards ran on the C.P.R. and is now dead.

Fireman Norman Bertrand is in the cab window; conductor, Con. O'Leary. They all become C.P.R. men. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmstr on the road coming from the Trunk in the '60's and was pensioned by the C.P.R. in 1900.

Pulled Royal Train.

The coal burning engine, the "Thos. Reynolds." pulled the royal train with the Marquis of Lome and party from Prescott Junction to Sussex steel station, Ottawa, on Monday, Dec. 2, 1878. The engineer was Michael Manion.

The engine was painted and varnished for the occasion, the sand box was painted like a checker board and the wheels red.

Manion also pulled the royal train over the road when our former Governor General, the Duke of Connaught, made his first visit to Ottawa in 1860. Michael Manion was one of the early engineers at Ottawa. He also pulled the train that carried Whelan over the road when he went up to Toronto for trial for the murder of Thomas D'Arcy McGee in 1868.

Carried Whelan.

The Whelnn trip was a very quiet affair. As they thought they might have some trouble, Manion was notified in the afternoon what time to be ready to start. He backed his enine across the bridge at King street from the roundhouse, which was then located opposite the nunnery. At night, with-

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(con)nections with the G.T.R. at Prescott Junction. Manion made the run with the Col. By to Prescott Junction in one hour and 30 minutes, stopping at Osgoode for wood and water. He ran passenger trains into Ottawa during the '60s and '70s till the year 1884.

When the Steamboat Express quit running he retired to yard service and was pensioned by the C.P.R. in 1911. He was presented with a silver cup in 1909 for being the oldest engineer in service on the C.P.R.

Hard Winter Work.

These old timers had some queer experiences getting trains over the road in winter, shoveling snow into tanks to make water and pumping up the boiler by hand as they had no injectors. Water was fed by pumps and the cabs on the engines were not protected like the present day engines. In the '60's they had to shovel the road by hand when they stalled between stations.

As to some of the early engineers who were on the road in the '50 s and '60's, Matt Kilpatrick was the first engineer (or driver as. they were called then). Chas. Hastings, Wm. Champ, Lyman Loomis, Robert Wardrop, Michael Manion, Fred Lawrence, John Smith, Jas. Bird, John Horn, Jos. Chambers.

First Firemen.

Some of the first firemen who fired the first wood burners were: Michael McFaul, Jas. Rosebrook, Geo. Wilkinson, Jas. Daniels, Jno. Blacklock, John Dolman, Frank Daniels, and Bob Walsh, who afterwards became Major Walsh of the Northwest Mounted Police and was one of the first officers with the force. He established Fort Walsh, in southern Alberta, in the early '70's.

Of the first engineers only one is living, Robert Wardrop, who retired on pension in 1913 after fifty-four years of service. He is now living in Brockville and enjoying good health, being one of the oldest passenger engineers in Canada.

Engineers of Seventies.

Some of the engineers who ran on the road during the '70's were: Michael Manion, Lyman Loomis, Robert Wardrop, John Horn, Henry Smith, Bob Powell, Joe

Bird, Albert Bowen, Jno. Smith, John Dolman, Thos. O'Neil, Frank Daniels, Geo. and Thos. Brackenbury, Edward Miller, Hiram Loomis, Michael Wyms, Martin O'Neil.

Many of these old engineers remained with the road after the C.P.R. took it over. Daniels retired in 1897: Jno. Dolman is now pensioned by the C.P.R.; Henry Smith is still living and running a wheat farm near Winnipeg, Man. All the rest are dead except Wardrop.

Veterans of Road.

Many of the firemen of the '70 s are still living and running on the C.P.R. Some of them are: George Rosebrook, now the oldest passenger engineer on the C.P.R.; Chas. Aris, who was recently pensioned, was a passenger engineer who ran an engine during the construction of the C.P.R.; Geo. Walsh, brother of Major Walsh; Edward Murphy, Geo. Wallace, whose son is a C.P.R. conductor at Ottawa; Jack Wyms, Thos. Whitley, Pete Bertrand, Charlie Rosebrook. Norman Bertrand, Thos. O'Neil, Michael McFaul.

Old Engines.

The names of the old engines were: Ottawa, Oxford, St. Lawrence. The Chaudleie, which was brought out from England, was the first engine with a straight stack in Canada, but was changed on arrival to suit the style at that time. Others were the Lucy Dalton, Thos. Reynolds, Lady Lisgar, Joseph Robinson, Calvin Darne, New Oxford and Countess of Dufferlu. (This is not the Countess of Dufferin now in the park at Winnipeg.) The Bytown was changed to the Col. By. The name plate is now In the Bytown Museum.

Shopmen.

Some of the shopmen were: Joseph Kennedy, now living in Ottawa, who retired from the C.P.R. about two years ago and was well known for the fine work he did; Jas. Wardrop, J. Major, Andrew Bucham, R. Welsh and W. Ferguson.

Of the old conductors there were Con O'Leary, Jos. Bertrand, Wm. Freeman, T. O'Neil, M. Mulvihill, D. Horn. H. Powell, J. McCarthy, John Huntington. Alex. McCulloch, Hank Diamond. All are now dead except McCulloch.

Used Hand Brakes.

The old time brakeman stopped the trains with hand brakes in all kinds of weather. When he had to get out on top of the car on a freight train to put on the old hand brakes it was some job. Some of the brake-men were: John Rosebrook, Jns. Wallace, Robert McKee, all retired on pension. Wallace became one of oldest conductors on the C.P.R.

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used for ballasting in the swamps.

Old Time Carpenters.

Some of the old time carpenters were: Sam Dowsley, who afterwards became foreman. He was pensioned by the C.P.R. and is now dead; Chas. Bray, Ed. and John Pumble. These men were known for the fine work they turned out. Sam Dowsley, Wm. Wallace, D. Mills, Edward Aris was one of the early blacksmiths who was pensioned by the C.P.R. There were also R. Lantier, J. Robinson and A. Lalonde, Arthur Parker was one of the fancy painters, also Wm. Sharp. Parker remained till the C.P.R. time. Peter Allen was stationary engineer in the shop and is now pensioned by the C.P.R.; Harry Ranson, now living and pensioned by the C.P.R., Kingston, dead.

Repaired Own Cars.

The St. Lawrence and Ottawa Railway repaired all their own cars and built many of them. Some new box freight cars built in 1868 were 28 ft. x 9 ft. in size. The first sofa car was built at Ogdensburir, N.Y. The journals were 5x2 3-4 inches.

The first snow plow was built in Prescott in 1868, with journals 5x3. The first freight van was built in Ogdensburg in 1854. The plow and van were in existence when the C.P.R. took over the road. The St. L. & O. also built snow fences for use on the line.

Of the old time agents and operators there were: James Manion, who came on the road in March, 1855; John Clancy, who was agent at Kemptville in 1856, and Joseph Dubrule, whose son is now manager of the car and passenger ferry between Prescott and Ogdensburg; Fred Brady, R. Dowsley and T. N. Johnson, who remained till pensioned by the C.P.R.

O. S. Tenny was the train despatches

Some of the office staff at Sussex street, now living, who were on the road In the '60 s and '70's are: Robert K. Claire, retired and living in the city; J. P. McCarty, now in business in Prescott, one of the oldest tobacconists in Canada; J. Taylor and James Fairborn.

First Officials

The old officials and officers were: Robt. Bell, president; J. S. Archibald, vice-president; Thos. Reynolds, manager; J. Calvin Dame, mechanical superintendent. The early superintendents were: R. Hough, B. J. French. T. S. Detlor, H. Luttrell.

Some of the wood men were: Geo. Smith, Ed. Dixon, J. McCurry, Wm. Machie, Wm. Whalen and Thos. Machie, who cut and piled wood for the engines at 40 cents for cutting and piling a cord of wood.

Neal Carl, John Hons, Wm. Dulbeck and John Wardrop were watchmen. R. Connell, J. Furlong and Jacob Smith kept the engines cleaned.

In the '60's and early '70's the wages received were: Passenger engineers \$50 and \$55 a month; firemen \$30 and \$25; carpenters and mechanics 12 to 15c per hour. The pay roll for November, 1870. for the mechanical department and enginemen was \$2,107.

Given I.O.U.'S.

The men were partly paid and many I.O.U.'s were issued. In 1864 times were very hard and money was scarce, but most of the old men stayed on the road and stuck it out.

Year of Big Snow.

In the early '60 s and '70's they had a time to keep the road open on account of heavy storms. In the year 1869 the road was badly tied up. In February, 1869, the weather was very cold and it snowed from February 14th to the 27th every day, A train left Prescott on Wednesday, the 24th, and arrived in Ottawa on Friday. A train also left Prescott on Saturday morning and got to Ottawa Tuesday night, March 2, 1869. A train left Ottawa February 23 and arrived in Prescott on March 3rd. On March 4th two trains got buried at Gloucester. On March 10, 1869, another heavy storm completely tied up the road again.

Freight Trains Shipped.

In the enrly days freight cars coming to Ottawa from the G.T.R. had to be transhipped on account of the Grand Trunk being broad gauge and the Ottawa and Prescott standard gauge. The St. L. & O. built a change gauge car pit at Prescott Junction so the wheels could be moved on the axle to standard gauge. People could then get a car of foreign freight through to Ottawa without transhipping. In 1879 there was a shortage of coaches. During the exhibition they used flat cars with a railing nailed around and cedar boughs and cross seats of boards. Passengers sat in the open and caught the fine wood sparks from the wood burning engine. They let the people off at a small station called Exhibition Landing, just north of where Bank street now crosses the C.P.R. Sussex street branch.

Passengers Got Out.

In the early days an immigrant train stalled on Manotlck hill. The rail was bad and the little engine couldn't pull the train, so the passengers all walked up, letting the engine pull the empty cars up the hill. In the early days the coaches were heated with box stoves and cordwood. In the middle '70s a passenger train got snowed in north of Spencerville and the coaches and engines were nearly out of wood. The passengers were starving and cold when assistance came.

Calvin Dame; the mechanical superintendent, died at Prescott, March 28, 1885.

Thomas Reynolds, the manager of the road, died in London. Eng. June 29, 1880, and in 1882 the road passed over to the C.P.R. In 1882 the C.P.R. received a shipment of Scotch engines from the Dub Works, Glasgow. They were set up in the C.P.R. shops at Prescott by the St. L. & O., Ry. to work on construction of the C.P.R.

Some of the St. L. & O. Ry. enginemen went with these engines on the C.P.R. One of them, George Rosebrook, is now about, if not the oldest passenger engineer on the C.P.R.

GEORGE H. WILSON

11/12/1926 Ottawa Citizen Ottawa and Prescott Kemptville

The picture herewith depicts a freight train on the old St. Lawrence and Ottawa railway taken at Kemptville station in the seventies. The engine was a Taunton and came to Ottawa about 1870 and was named "Lady Lisgar." The old timers in the picture are: Geo. Brackenbury, the engineer in cab window; Gidd Fairbairn, fireman, standing between engine and tender; Conductor M. Mulvihill, standing beside the tender; next to him James Rosebrook, brakeman, and Tom Powell, brakeman, on top of first car. The St. L. and O. ran in the 70 's wheat trains to Sussex street. The grain was brought to Prescott in sailing schooners and unloaded into the wheat house. It was then transferred to the cars and taken to the mills in Ottawa.

The grain cars were 28' x 9' and had 3 3-8" and 6" journals. Near the wheat house in Prescott was the crane by which much of the stone for the Parliament Buildings was unloaded from old sailing schooners in the 60 's and loaded onto cars and brought to Sussex street. In the 70's the St. L. and O. operated the first sleeping cars to Ottawa. The names of some were the Ottawa, Pacific, Pembroke, St. Lawrence, and the Rideau. The Rideau was a first class car and could be used for a sleeper. It was lighted by wax candles, set in brass tubes, pushed up by a spring, the wick protruding through a hole in the top, and encased in cut glass globes. These cars were beautifully finished. Passengers could take through sleeper from Sussex street to Montreal or Toronto, the cars being transferred to the Grand Trunk at Prescott Junction. The St. L. and O. also operated a through baggage car from Sussex street to Montreal. Prescott Junction was about 1 1-2 miles north of the town, the Grand Trunk station was located there. The St. L. and O. ran what was known as the Branch train, making connections with all trains, and passenger steamers. The C.P.R. on Nov. 15, 1926, put parlor cars on Prescott trains, a recall of the 60's and the 70's when the old St. L. and O. operated parlor and sofa cars. This information is given through the courtesy of Mr. J. E. Dolman, of Elm street.

Caption to picture.

A reminder of the days of wide funnelled steam engines, and some of the old time railwaymen

22/02/1929 Ottawa Citizen Ottawa and Prescott

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.

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. "Where'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 austere.

"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.

The Bytown-Prescott Excursion Train in 1860, Broke in Half

Front Half of Train from Ottawa Ran Six Miles Before the Loss of the Rear Half Was Discovered. Conductor Was in Front of Train and Did Not Know of Mishap. Passengers Came to See Prince of Wales.

When it was given [sic] out that Albert Edward, Prince of Wales, was to visit Ottawa in the year 1860, the Bytown and Prescott Railway planned a big excursion for one of the days. Cheap return rates were announced from all stations between Prescott and Ottawa.

The day came and a very long train started from Prescott soon after daylight. It gathered passengers at every station. By the time the train reached Ottawa, people were standing in the aisles.

The excursionists were given a long day here, the return start being made somewhere about 10 p.m.

Train Split.

All went well till the train had reached a point about half way between Ottawa and Kemptville, when a coupling pin about the middle of the train worked loose and came out. The rear part of the train soon came to a stop. The passengers in the front car looked out, but the front half of the train was not in sight. The word soon spread through the rear half of the train, and of course there was excitement. The excursionists began to get out of the cars.

Conductor In Front.

When the train broke in half the conductor had been in the front of the train, working on his tickets and consequently did not know that the train had broken. As soon as he had finished with his tickets the conductor walked back through the train. When he opened the last door he was naturally surprised and at once rang for the train to stop.

In Search of Rear.

Then the train began to back up. In search of the rear half. The front half had to go back six miles before it found the rear half.

This story is narrated by Mr. Lant Johnston, whose uncle, Lancelot Johnston of Kemptville was a passenger on the train.

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.

22/08/1931 *Ottawa Citizen**Ottawa and Prescott*

On the B. P. Rly.

Mrs. Desmarais saw the Bytown and Prescott Railway built. A right of way was bought across her father's farm. When the first construction trains were running from Billings Bridge to Bytown, the people used to be offered free rides to Bytown. But Mrs. Desmarais would never take a ride. She said the whistle hurt her ears.

Much Whistling of Train as It Came In

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10/10/1931 *Ottawa Citizen**Ottawa and Prescott*

Mr. Augustine Guignon of 42 Second Ave., Eastview, is one of the few men alive, who saw the Bytown and Prescott Railway bridge over the Rideau built in 1853 and saw the first train come in to the old B. & P. station on Sussex street in 1854. Mr. Guignon is proud of being a Bytonian. Bytown ceased in 1854 and Mr. Guignon was born in the year 1848. He was therefore less than 6 years of age when the first train came over the bridge. Mr. Guignon tells that the piers for the first bridge were made of cedar logs filled with stone.

23/07/1938 *Ottawa Citizen**Ottawa and Prescott*

Mrs. Desmarais recalls the building of the St. Lawrence and Ottawa railroad back in the early fifties and the excitement which the first train caused among the inhabitants of Gloucester who had never seen a railway train before. "The blowing of the first whistle," she said, "nearly scared the lives out of some of us. I was so badly frightened that when Conductor Sam Daniels invited me to take a ride with him into town I refused point blank. The prospect of the ride was tempting, but I was terrified of the whistle."

23/12/1954 *Ottawa Journal**Ottawa and Prescott**Ottawa*

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.

Arrived Christmas Day

First train in town 125 years ago

By Brenda Brown Citizen staff writer Christmas is normally a time to remember the humble birth of a child almost 2,000 years ago. But Dec. 25 is also another important anniversary for Ottawa's train buffs.

On Christmas Day, 1854, the whistle of a locomotive was heard for the first time in the little town we now know as Ottawa.

A work train, powered by the Bytown and Prescott Railway Company's locomotive No. 2, steamed into the McTaggart Street Station, just off Sussex Drive a block south of Botler Street.

The sound of its whistle, piercing the still night air, ushered in a new age of long-distance transport and linked Ottawa to some of the remotest parts of the province.

The train left Ottawa (then known as Bytown) four days later to make its regular stops in Gloucester, Osgoode, Kemptville, Oxford, Spencers and finally Prescott, where it linked up to the Ogdensburgh Railway.

This new route to the outside world enabled Ottawans to visit Boston and New York, the cultural and economic centres of the time.

The Canadian line changed its name in 1855 and eventually became part of the Canadian Pacific Railway.

Now, a century and a quarter later, only traces of the original line remain, with its main Sussex Street station torn up, leaving only a line of eroding piers.

But the anniversary has not been forgotten by the members of the Bytown Railway Society, who have published a 23-page illustrated paperback booklet, written by one of its members, on the line's history.

The society is a non-profit organization, made up of 125 train buffs who get together monthly to indulge their passion for train technology, both past and present. President Colin Churcher said he has been interested in trains since he was a small child and has been employed in connection with them in one form or another since 1963, when he was a fireman on a steam locomotive in Britain. He is now employed by Transport Canada.

Churcher is the driving force behind the society, which, among other things, provides maintenance crews for the steam locomotive which makes scenic runs through Quebec to Wakefield during the summer tourist months.

Its latest project is the restoration of a 41-foot-long executive private train car which was donated to the society.

"Every member has a different reason for being involved in the society," Churcher said. "Some are interested in foreign railway systems, others North American types. Still others are interested in the history of rail travel and its future. It is a wide-ranging group."

That is why it is difficult to arrange topics to be discussed at the regular meetings so they will be of interest to everyone, he said.

The society's booklet on the first train to Ottawa is available at Hobbyland, 93 O'Connor St., for \$3, or through the society at P.O. Box 141, Station A, Ottawa.

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Ottawa and Prescott

Sussex Street

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)