

Local Railway Items from Ottawa Papers 1850-1854

Saturday *23/02/1850* *Bytown Packet* *Union Forwarding* *Chats Falls*
Below Portage du Fort a very considerable expenditure has been invested in building two costly iron steam boats and making three miles of railway by the Union Forwarding Company. Talks about the lack of a road to Pembroke.

Saturday *30/04/1850* *Bytown Packet* *Union Forwarding* *Chats Falls*
The superior facilities now offered by the railway on the portage on the north side have drawn traffic to that side. Formerly the village was on this (Fitzroy) side.

Saturday *24/05/1850* *Bytown Packet* *Ottawa and Prescott*
First annual general meeting of the Bytown and Prescott Railroad.

Saturday *28/09/1850* *Bytown Packet* *Ogdensburgh and Rouses Point*
It is announced that the Ogdensburgh and Rouses Point Road will be finished and ready for the passenger train from Rouse's Point to Ogdensburgh, before the first day of next month. Only thirteen miles of the whole road remain unfinished and the rail is being laid with despatch. For strength, workmanship, durability, and easy grade - for directness of road, superiority of construction, and economical outlay, says the Ogdensburgh Beacon, perhaps there is no road in the United States surpasses it - Transcript.

Saturday *05/10/1850* *Bytown Packet* *Ogdensburgh and Rouses Point*
Detailed description of the opening of the Ogdensburgh and Rouses Point Rail Road.

Saturday 12/10/1850 Bytown Packet Ottawa and Prescott

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.

Saturday 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.

Saturday 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?

Saturday 16/11/1850 Bytown Packet Ottawa and Prescott Prescott

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. Burrill 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.

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

Hurrah for Kemptville. Keep the Ball Rolling.

Account of a meeting at Kemptville.

Saturday 04/01/1851 Bytown Packet Ottawa and Prescott

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

Saturday 22/02/1851 Bytown Packet Ottawa and Prescott Spencerville
 Account of meeting in Spencerville on 12th.

Saturday 26/04/1851 Ottawa Citizen Ottawa and Prescott
 Shanly's report, 7 April 1851, is published.

Saturday 07/06/1851 Ottawa Citizen Union Forwarding Chats Falls
 Advertisement. The public generally are hereby notified that this line will be in full operation on and after Thursday the 17th instant. There is a woodcut of a sailing ship and a steam engine hauling two coaches.

Saturday 06/09/1851 Ottawa Citizen Ottawa and Prescott
 The Directors of the Bytown and Prescott Rail Road held a meeting at Prescott on Tuesday last, the 2nd inst. at which the necessary steps were taken for proceeding with the work on the line forthwith. The tender of Messrs. French & Co. for clearing and grubbing of the woodland upon the whole line was accepted and their Chief Engineer has already advertised for certain sections of the grading.

More.

Saturday 20/09/1851 Ottawa Citizen Ottawa and Prescott
 Publishes extracts from Shanly's report.

Saturday 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.

Saturday 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.

Saturday 06/03/1852 Ottawa Citizen Ottawa and Prescott
 Report of Walter Shanly on progress.

Saturday 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.

Saturday 15/05/1852 Ottawa Citizen Ottawa and Prescott
 Notice. £15,000 bonds for sale.

Saturday 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.

Saturday 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.

Saturday 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, Esquire of Bytown, in the County of Carleton, the Arbitrator on behalf of the said company in pursuant of the statute in that behalf.

J. MACKINNON

President of the Bytown and Prescott Railway Company.

Similar notices in respect of:

- Lot 24 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 26 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 28 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 25 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 36 Broken Front Concession, Township of Osgoode - 90' x 1,940'
- Lot 30 Concession 1, Township of Osgoode - 90' x 1,420'
- Lot 40 Concession 2, Township of North Gower - 90' x 1,950'
- Lot 37 Concession 2, Township of North Gower - 90' x 1950'

Saturday 05/02/1853 Ottawa Citizen Other

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.

Saturday 05/03/1853 Ottawa Citizen Bytown and Pembroke

The Railroad Meeting held here on Monday last, the proceedings of which will be found in another place (long) expressed plainly the feeling generally entertained in relation to a railroad communication with Montreal. Whatever the advantages of such a road would be it is beyond dispute that the success of the Bytown and Prescott road is of the first importance to Bytown, and next, and almost of equal importance is the Railway from Bytown to Pembroke. If these roads were built, it is quite certain that so far as Montreal is concerned, that city would have no alternative but lose the trade or build a road up the Ottawa. It is for us to look after our own interests - other places will look to theirs. A single ill-considered step at the present moment would be severely felt hereafter. The policy by which alone we can succeed should be ever kept in view, and the utmost energy should be employed in carrying it into effect. The resolution to subscribe to the survey of the Bytown and Pembroke road is a step that will pay well, both as regards the direct object for which it is contributed and the effect it must open to us on the other projects in which we are at this moment interested.

The account on the Montreal and Bytown meeting is long. One area of concern is that there could be a direct line to Kemptville with a junction there for Bytown. This was seen as contrary to the interests of Bytown

Saturday 02/07/1853 Ottawa Citizen Bytown and Pembroke

Meeting of the Bytown and Pembroke Railway directors.

Saturday 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.

Saturday 27/08/1853 Ottawa Citizen Ottawa and Prescott

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

Saturday 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.

Saturday 03/09/1853 Ottawa Citizen Ottawa and Prescott

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

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

When the question was submitted the show of hands was about two to one in favour of the By-law, and His Worship declared it carried in favour of the "yeas".

A poll was demanded by the opponents of the By-law, and granted. The Messieurs Powell then tried to raise some excitement by speechifying and kept up a tirade of abuse of Mr. Bell and others until the people became disgusted and hissed them down. The opponents of the by-law were rather ill-natured and noisy, but notwithstanding the excitement, the large number of men present, and the over-crowded state of the hall, there was not a single breach of the peace or any kind of disturbance.

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

Majority -147(sic)

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

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

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

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

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

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

Saturday 03/09/1853 Ottawa Citizen Bytown and Pembroke

Bytown and Pembroke Railway.

W. Shanly, Esq. has undertaken the survey of this important line of railway and the Corps of Engineers are now at work. A.H. Sims, Esq. is the Assistant Engineer, and A.W. Sims, Esq. on behalf of Mr. Shanly, accompanies the party. The net-work is spreading and Bytown will soon be the great centre of railways from all points.

Wednesday 07/09/1853 Prescott Telegraph Bytown and Pembroke

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Wednesday 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.

Wednesday 07/09/1853 Prescott Telegraph Brockville

It is reported the Brockville and Ottawa Railway Company have entered into an agreement with Messrs. Sykes & Co., English contractors to construct the railway from Brockville to Pembroke with a branch to Perth. The line of road is now being surveyed, and it is stated that the whole is to be completed within three years.

Wednesday 14/09/1853 Prescott Telegraph Ottawa and Prescott

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

Saturday 18/02/1854 Ottawa Citizen Ottawa and Prescott

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

The Montreal Gazette of the 15th instant, we observe, repeats the statement of the Bytown Gazette and pretends to believe them.

The subject will receive further attention very soon.

From the Railway Times.

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

-permission never given by the company--

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

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

No answer to this letter appears in the letter book of the Railway Company, but we understand that in the interim Mr. Bell had an interview with some officials of the railway company, which does not seem to have ended in any arrangement, for on the 16th July we find the Secretary of the Railway Company writing to Mr. Low, stating that, as it appeared there was no chance of agreement, the Railway Company would withdraw all their propositions and that matters must stand as if no negotiations had been opened. On the 22nd of July Mr. Hooker submitted to the Board of Directors another letter signed by Mr. Dwight, the Contractor for erecting the telegraph, in which the former proposition was renewed, on the basis of mutual negotiation, but saying nothing for amalgamation of the two telegraph lines, a matter in fact with which the Railroad Company had nothing to do.

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

On the 13th of October Mr. Low replied at length, first of all apologizing for the neglect to answer the Mr. Bell's former communication, on the plea that the answer must have been mislaid; and also stating that a telegraphic message refusing to amalgamate the telegraph lines must have miscarried in a similar way. Mr. Low proceeds to say that his company would have been willing to accede to the terms of the Railway Company but that it seemed somehow to be mixed up with the proposition for amalgamation which he cannot understand; he also says that the Company had proceeded to erect their poles on assurance of certain Railway Directors that he might safely do so.

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

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

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

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

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

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

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

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

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

Thursday 27/04/1854 Brockville Recorder Brockville

--Our readers are aware that the works upon the line from this Town to Smiths Falls, Perth and Carleton Place, in all a distance of 60 miles, were some time ago sublet by the contractors to messrs. A. Elliott & Co., and under their vigorous superintendence are being rapidly proceeded with. The whole of their sixty miles has been cleared, and with very few exceptions, the right of way has been arranged for and titles taken in favor of the Company as rapidly as possible. We also learn that the contractors are busily engaged in the work of grubbing, excavating and grading. About three miles from this place a large force of labourers are at work-- We have seen the plan of the Perth station house, which will be, judging from the design, a very handsome and commodious building. The material intended to be used in its construction in the white sand or free stone, found in that vicinity.

Saturday 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.

Saturday 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.

Saturday 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.

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

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

Thursday 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.

Saturday 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.

Saturday 24/06/1854 Ottawa Citizen Ottawa and Prescott

When the Grand Trunk Telegraph office was opened in this town our citizens thought that so far as obtaining the latest telegraphic news was concerned, all was right. But it turns out that the Telegraph is "all wrong". The line is down half the time. This is felt to be a serious inconvenience, and loud complaints are heard respecting it. No news report has been received here for the last fortnight; and on Tuesday last when our people were expecting the Governor's speech at the opening of parliament, the line was not in working order, and no report could be obtained. The difficulty, we understand, is in the part of the line between Kemptville and Prescott which was temporarily put up last winter, and is continually falling down. We trust the managers of the Company will see to the matter and have the line put in better working order; at present it is little else than useless.

Saturday 01/07/1854 Ottawa Citizen Smiths Falls and Kemptville

We understand that A.F. Dwight Esq., of this town, has been appointed agent of the Smiths Falls and Kemptville Rail Road Company, by the provisional directors, and that the Company will be fully organized at once. Mr. Dwight is well known for his energy in carrying forward whatever he undertakes, and it is understood that he is to give his united attention to further the interests of the projected road. The completion of the railway from Brockville to Smiths Falls and thence to Kemptville to unite with the road there, being finished to Bytown, will give us a direct railway to Bytown, from this town. Its advantages to our place all will see at once, as it will add greatly to our business. Brockville Recorder.

Saturday 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.

Saturday 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.

Saturday 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.

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

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

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

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

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

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

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

Saturday 12/08/1854 Ottawa Citizen Ottawa and Prescott

Bytown August 10.

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

Saturday 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.

Thursday 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."

Saturday 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.

Saturday 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 Ogdensburgh Roads. The same policy would successfully "run into the ground" all the paying roads ever built."

Saturday 02/09/1854 Ottawa Citizen Union Forwarding

Ann Sissons not shown in advertisement.

Saturday 09/09/1854 Ottawa Citizen Ottawa and Prescott

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

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

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

For the present passengers for Bytown can proceed over Beckett's landing by the Rideau steam boats on Tuesdays, Wednesdays, Fridays and Saturdays. Carriages will be in readiness on arrival at Kemptville to convey passengers to Beckett's Landing.

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

H. Hough Superintendent

Sept 4 1854.

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

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

Saturday 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.

Thursday 21/09/1854 Brockville Recorder Brockville Brockville

The second important event of the week was that connected with laying the foundation stone of the Brockville Tunnel.

This great event took place on Saturday, when the town was well filled by a great number of visitors from the country.

As the Free Masons had been requested to take charge of this important ceremony, according to ancient custom, a number of brethren from Perth and other places were in attendance, with banners and other regalia. Invitations etc.

A little after twelve o'clock the procession formed on the Court House Square, in the following order -- arriving at what will be the mouth of the tunnel, was of the most interesting nature. The banks of earth thrown up at each side of the opening were crowded by a dense mass of ladies and gentlemen - all eager to witness the solemn Masonic ceremonies connected with laying the foundation stone. As these ceremonies took place in a spot where those engaged in the Holy Work could not be seen, the masses were unable to witness the performance.--

Plate bearing the following inscription being laid over the whole:-

Chief Corner Stone of the Brockville and Ottawa R.R. Tunnel, in the Town of Brockville, was laid with the Masonic Honore by the Acting Deputy Grand Master, Adiel Sherwood, this 16th day of September, A.D. 1854, in the year of masonry 5854."

These articles being placed in a tin box, were placed in a cavity beneath the stone; the stone was then lowered into position, when the Level, the Square, the Plumb Rule were applied to it, and the Corn, the Wine and the Oil poured upon it. Much more.

Saturday 14/10/1854 Ottawa Citizen Ottawa and Prescott

After Saturday 14th instant, and until further notice REGULAR PASSENGER TRAINS will run between Prescott and Kemptville as follows.

Leave Prescott at 10.45 a.m. stop at Spencer's and Oxford stations and arrive at Kemptville at 12 noon.

Leave Kemptville at 3.30 p.m. stop at Oxford and Spencer's stations and arrive at Prescott at 4.45 p.m.

For the present passengers for Bytown can proceed over Beckett's landing by the Rideau steam boats on Tuesdays, Wednesdays, Fridays and Saturdays. Carriages will be in readiness on arrival at Kemptville to convey passengers to Beckett's Landing.

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

H. Hough Superintendent

Oct 10 1854.

Also in 21 and 28 October editions.

Thursday 26/10/1854 Brockville Recorder Brockville Brockville

The tunnel for the Brockville and Ottawa Railroad at this town is progressing. Messrs. Booth and the men in their employ have exhibited a degree of energy in the undertaking conclusive of their ability to carry out the work to a successful termination. Their object seems to be to have the tunnel closed from the river to the Main street before the winter fairly sets in, intending to pursue the underground excavations during the winter months. The work before the contractors, from all appearances, will be heavy, as they will have to blast their way through rock from Main street to the outlet in rear of the town. The portion of the work lying between the Market House and the river is already covered in, and men are now employed in grading Water street on each side of the tunnel. We believe this is the first railway tunnel yet undertaken in Canada.

Saturday 04/11/1854 Ottawa Citizen Ottawa and Prescott

From the Prescott Telegraph of 1st inst. Letter.

At a meeting held at Northrop's Hotel, Prescott on Friday 27th October, 1854, the following resolutions were unanimously adopted by a number of representatives on their return from a session of the G.D.S. of T., recently held. E.R. O'Reilly, G.W.P. being called to the chair, and H.W. Jackson requested to act as Secretary.

It was resolved that the thanks of the Grand Division are due, and are hereby tendered to the President and Directors of the Brown and Prescott Railway Company for the liberal manner in which they granted passage to and from Bytown.

That we feel strongly indebted to R. Bell, Esquire, the Secretary, the Superintendent, and more immediate managers, for their trouble and the kindness they exhibited in running trains at unusual periods, for our special accommodation.

That the courtesy and civility of the Conductors, and the parties in connection with the trains were particularly conspicuous.

That we consider the Road well built, and the trains, engines and other appointments of a very superior description, and doubt not that the public will appreciate the boon of possessing this accelerated mode of transit, and that it will be generally and extensively patronized.

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

Saturday 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 1954,

Also in 11, 18, 25 November and 2 and 9 December editions.

Saturday 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.

Friday 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.

Saturday 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.

Saturday 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.

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.

Saturday 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.

Saturday 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.

Saturday 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.