

Local Railway Items from Area Papers - 1853

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.

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 for 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

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.

04/06/1853 Ottawa Citizen Perth and Kemptville

Perth and Kemptville railroad

The following article from the Standard of the 27th. deserves especial attention. The view of the subject taken by that Journal is fair and proper in every case. "Perth and Kemptville Railway Company. - the act for the construction of this road is now before us, from which we extract the following clauses bearing on the construction of the contemplated line of the Brockville and Ottawa Railway: but whereas, a charter has been granted during the present session of parliament to construct a railway from Brockville to Ottawa, with a branch to Perth from Smith's Falls, the said Perth and Kemptville Railway company shall not be empowered by this act to construct a railway from Perth to any place at or near Smith's Falls aforesaid, unless the said Brockville and Ottawa Railway company shall not, within five years from the date of the charter, make and construct the said Railway from Smith's Falls to Perth, or agree in writing, signed by the Directors of the said company and sealed with their seal to relinquish to the said Perth and Kemptville Railway company all right under the charter to construct the railway from Smith's Falls as aforesaid." From the above it will be seen that the interests of Perth and the surrounding country must now be entirely identified with the construction of the Brockville and Ottawa Railway, and we now look forward, with every confidence, to the active and hearty co-operation of our Perth friends in carrying forward this great enterprise to successful completion"

The above paragraph is taken from the Brockville Recorder of the 19th. It will be seen that certain parties - not at all interested, of course - have caused a clause to be inserted in the Act authorizing the construction of the Perth and Kemptville Railroad, to the effect that that portion of the route which lies between Perth and Smith's Falls shall not be built upon for a period of five years except through the instrumentality of the Brockville and Ottawa Railway company, or unless the directors thereof do give permission to other parties to proceed with the construction of the road. In our humble opinion, this seems to be a very high handed measure. Because the inhabitants of Perth do not entertain views consonant with those of certain parties who have no direct interest in her welfare, these very parties are endeavouring to force a good town to assist in the construction of a line of railroad which, if not exactly fraught with danger to the interests of the inhabitants, would vary materially benefit the shareholders of the Brockville and Ottawa company. If the very idea of constructing the Kemptville and Perth line be so chimerical as certain parties would induce the public to believe, where lay the necessity for the introduction into the act of the clause of which we complain? If the Brockville and Ottawa Road, when completed, will possess vast advantages, as respects carrying of freight and passengers, over that of the Perth and Kemptville Road, why should the directors of the former dread the construction of the latter? We are led irresistibly to the conclusion that notwithstanding the amount of ridicule which interested parties have endeavoured to throw up on the projectors of the Perth and Kemptville line, the Brockville and Ottawa company knew full well that that ridicule was not merited. The insertion in the Bill of the clause above-mentioned is sufficient to prove the fact. Section illegible

Had the restrictive clause not been inserted in the Act, the Brockville and Ottawa scheme would be looked upon with a much more favourable eye by this section of the country than it now is.

People do not like to be forced to perform an act, even if they supposed that they would ultimately derive a benefit from all their having been so forced. In fact, every act of the Provincial Parliament authorizing the construction of Railroads in this section of the Province, - even Grand Trunk itself, - has been framed with a view to the advancement of the pecuniary interests of certain parties, rather than to develop our vast resources and lay a permanent foundation for future prosperity.

Bytown & Pembroke Railway.

The bill to incorporate the Bytown and Pembroke Railway company has passed, and is now Law. The Company is authorized to build a railway from Bytown to Arnprior, and at the mouth of the Madawaska River. The portion from Arnprior to Pembroke is subject to five years suspension in favour of the Brockville and Ottawa Railway company; and should that company fail to build that portion in five years from the date of the act of incorporation, it then becomes a part of the Bytown and Pembroke line. Power is also given to build a branch from Arnprior to Georgian Bay, and thence to Saulte St. Marie. -

The first directors are:

Nichols Sparks, Esquire, Bytown.

R. W. Scott, do do

William Stewart, do do

John O'Meara, do do

John Porter, do do

Joseph Aumond, do do

Robert Farley, do do

Edward Griffin, do do

Edw. McGillivray, do do

Danl. McLachlin do M.P.P do,

Hammett Hill, do do

Edw. Mallock, do M.P.P. do

Hon. Tomas McKay, New Edinbro

John Egan, do M.P.P. Aylmer.

William Morris do MacNab.

John Supple do Pembroke

Alex. McDonnell do Sand Point

Alex. Moffatt do Pembroke

J.L. McDougall do Renfrew

Jason Gould do Cobden

Hon Hamnett Pinhey, March

John MacKinnon, do Nre Edinbro

Jno Bower lewis do Bytown

The mayor of Bytoen and

The Warden of the County of Carleton

Shares, Ten Pounds H. Cy. each. Capital, four hundred thousand pounds. The Survey of the route to Arnprior will be proceeded with in a few days.

The bill was introduced at a late period of the session, and passed the Assembly in a crude unworkable form. It was amended, as required, however, in the council, and then agree to by the Assembly. The Bill was in charge of Mr. Malloch, and to his indefatigable exertions in its behalf, the company is indebted for a workable Act of Incorporation.

02/07/1853 *Ottawa Citizen**Bytown and Pembroke*

Meeting of the Bytown and Pembroke Railway directors. Much illegible

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.

30/07/1853 *Ottawa Argus**Union Forwarding*

Long account of the visit of the Governor General

--

On Friday morning (5 August) His Excellency, accompanied by a party of some 70 gentlemen, and a few pretty faces to represent the fair sex, embarked on board the steamer "Emerald" which conveyed them to the "Chats,": here they took the cars, and after three miles pleasant driving over the railroad (a construction of timber in some places twenty to thirty feet high, which the County owes to the private enterprise of Mr. Egan and Joseph Aumond Esq.) were transferred to the "Oregon" on board of which steamer they continued on to Portage du Fort.

--

His Excellency returned to Aylmer about 10, p.m., and almost immediately proceeded to Bytown, which latter place he left for Montreal on Saturday morning.

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.

16/08/1853 *Ottawa Argus**Union Forwarding*

At Les Chats

The traveller now ascends a flight of stairs some seventy feet, and there finds cars to carry him over three miles of railroad through a most wild and romantic olace. - Another steamboat is waiting to take him further up this magnificent river.

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.

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.

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.

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

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.

Editorial on vote at Prescott on Monday next.

--

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.

W. Shanly Esq. has undertaken the survey of this important line of railway, and the corps of engineers are now at work. A.H. Simms Esq. is the assistant engineer and A.W. Simms Esq. on behalf of Mr. Shanly accompanies the party. The network is spreading and Bytown will soon be the great centre for railways from all points.

The two Railroad Companies, the Montreal & Bytown and the St. Lawrence & Ottawa have entered into an arrangement by which the latter company withdraws from the field and leaves the Montreal & Bytown line alone to be constructed.

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

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

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.