

# Local Railway Items from Area Papers - 1854

*07/01/1854 Ottawa Citizen*

*Brockville and Ottawa*

Brockville and Ottawa Railway

Notice is hereby given that application will be made to Parliament at its next session to amend the charter of the Brockville and Ottawa Company as follows:

To increase the capital stock of the Company;

To construct branch roads to Merrickville, Newboro', Westport, Richmond and other branches, not exceeding ten miles in length;

To continue the line or construct a branch thereof to Georgian Bay or to some other point on Lake Huron;

To build and own steam boats or other vessels;

To construct a bridge across the St. Lawrence at or near Brockville;

For right of Ferriage across the St. Lawrence and Ottawa Rivers;

To construct a Line of Telegraph for the use of the line and its branches;

To increase the number of Directors, and to provide that the number necessary to form a quorum be regulated by By-law of the Company;

and for other purposes connected with the affairs of the Company

ROB. HERVEY

Secretary, Brockville, 9th Dec. 1853.

*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. --

*27/04/1854 Brockville Recorder*

*Brockville and Ottawa*

--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.

More.

*29/04/1854 Ottawa Citizen*

*Ottawa and Prescott*

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

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

Bytown and Prescott Railroad

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

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

Heads Up.

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

Also in the Brockville Recorder 18 May 1854.

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

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

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

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

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

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

**16/06/1854 Bathurst Courier Brockville and Ottawa**

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.

We understand that if a Company were formed to build a line from Berth to Brockville direct to connect with the Montreal line, that company would take stock in it to the amount of (pounds)500. Something of the kind will have to be done if the Grand Trunk line is not made to work better

First paragraph only reprinted in the Ottawa Citizen od 24 June 1854

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

First passage per Bytown and Prescott Railway.

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

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

**01/07/1854 Ottawa Citizen 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.

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

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

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

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

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

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

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

(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.

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

Bytown August 10.

Sir, - Yesterday morning dawned upon as large a merry party of gentlemen on board the steamer Beaver as ever left this sylvan city "on pleasure bent" to be present at the opening of the railroad between Kemptville and Prescott. Everything was as pleasant as pleasant weather and pleasant fellows could make them, no small matter when we consider that the party consisted exclusively of "man's imperial race," but agreeably to the old adage "start determined to be pleased and you will be pleased," and heterogeneous, albeit the crowd, made up as it was, of Bachelors, Benedicts, Doctors and Justices, Lawyers and Councilors and Chapmen, withal starting with this wholesome determination, pleased they were to a man, such rollicking and such fun, so much loud and hearty laughter and so many tricks upon travelers as would have convinced the most prudish of Eve's fair daughters that one blade of a pair of scissors is not the worse for having the rust rubbed off it by occasionally separating it from the other blade; but tis two o'clock and Hurrah! here we are at Kemptville where we found a splendid spread, and which received every due justice at the hands of the hungry and happy Bytonians. All things considered, too much credit cannot be done to the Managing Committee; and if the knives did not cut it was they were new and had never cut before; but certes they were clean and we all know that cleanliness is next to godliness. But the ding dong of the engine bell signifies that it is time to "take your places ladies and gentlemen", which no sooner done than the shrill whistle warns us to hold on while the engine starts with its precious cargo of 450 or 500 sons and daughters of Adam. Off we go to the tune of Rule Britannia struck up by the Kemptville Band. Pish, pish and in a few seconds the unmusical gallop of the Iron Horse convinced us, however profound our knowledge was of Arithmetic, that we could make up a small sum of twenty in simple addition by counting the cedar posts which flanked the road on either side. The engine and the road were individually new - new they were to each other, while collectively they were new to the people and the people new to them; and the occasional screams of the steam whistle showed, as some errant horse or cow obtruded on the track, that Railroad Cars were likewise new to quadruped as well as biped, who with heads down and tails erect, scampered in terror out of harm's way, and looked to all the world as if they meant to ask, where the devil do you come from? One hour exactly found us in Prescott, reader remember it was a trial trip, and many of us for the first time slackened our thirsty souls with the waters of the St. Lawrence, improved mightily, as some declared, with Gillman's Brandy - seven o'clock sees us safely stowed in again, and "homeward bound". The same description of mirth as at starting only ten time more pungent, attended the Prince Albert steamer, which disgorged its load at 3½ a.m. on the Basin wharf, where each took himself to his own domicile, highly pleased at the day's doings, with only one object to mar his happiness, to wit, that on the morrow he had to go back to business again.

BULLFROG

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

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

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

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

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

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. Ellerbeck, 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."

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.

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

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

02/09/1854 *Ottawa Citizen**Union Forwarding*

Ann Sissons not shown in advertisement.

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

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

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

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

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

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

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

H. Hough Superintendent

Sept 4 1854.

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

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

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

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

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.

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.

26/10/1854 *Brockville Recorder* *Brockville and Ottawa* *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.

04/11/1854 *Ottawa Citizen* *Ottawa and Prescott*

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

04/11/1854 *Ottawa Citizen* *Ottawa and Prescott*

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

11/11/1854 *Ottawa Citizen* *Ottawa and Prescott*

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

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

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

02/12/1854 *Ottawa Citizen* *Ottawa and Prescott*

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

16/12/1854 *Ottawa Citizen* *Ottawa and Prescott*

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

*23/12/1854 Ottawa Citizen*

*Ottawa and Prescott*

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

*23/12/1854 Ottawa Citizen*

*Ottawa and Prescott*

Bytown and Prescott Railway

On and after Monday the 25th instant passenger trains will run as follows:

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

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

*30/12/1854 Ottawa Citizen*

*Ottawa and Prescott*

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

*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.