



# BYTOWN & PRESCOTT RAILWAY

## WINTER ARRANGEMENT.

ON and AFTER MONDAY, the 25th instant, PASSENGER TRAINS will run as follows, viz:

### LEAVE BYTOWN

At SIX, A. M., *Railway Time*, — stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCERS, and arrive at PRESCOTT at NINE, A. M., in time to connect with the Ogdensburgh Railroad Train going East.

### LEAVE PRESCOTT

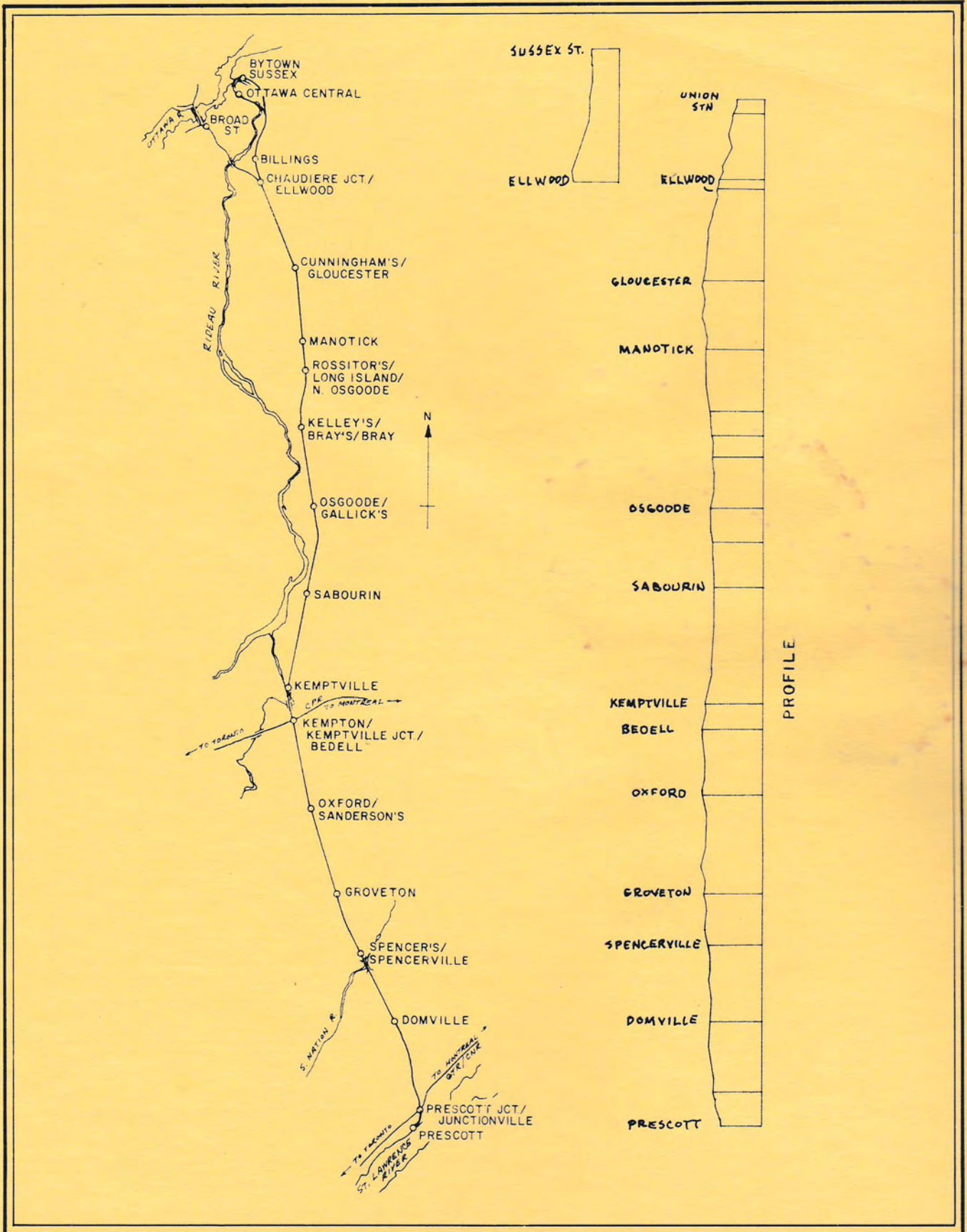
At 5.30, P. M., (*Railway Time*), or on the arrival of the Train on the Ogdensburgh Railroad, stopping at the Way Stations above mentioned, and arrive at Bytown at 8.30, P. M.

PASSENGERS for MONTREAL, BOSTON, and NEW-YORK can proceed via OGDENSBURGH RAILROAD, ARRIVING in Montreal the SAME EVENING or Boston and New York the Day following.

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

B. & P. Railway Office,  
Bytown, 22nd December, 1854. }

(45u)



Bytown & Prescott Route & Profile, 1871

Map drawn by A. Craig

## THE BYTOWN & PRESCOTT 1854 - 1979

By

S.R. Elliot

One hundred and twenty five years ago the whistle of a locomotive was heard for the first time in the little town we now know as Ottawa. Getting that locomotive to Bytown had been difficult. There were to be even more setbacks ahead for the new line. But, by the end of 1854, its backers could congratulate themselves on a job done and look to a future which would repay the labours of the past. In the years that followed, many authors would write about the line. Their writings have left unanswered a number of questions. Why had the road been built? Why was it built where it was? Did it really use wooden rails? Why did an Ottawa Mayor call out the military to protect it? Did it really shut down for two years because it had gone broke? Why did the C.P.R. take it over? Does it still exist? Let us try to answer these questions for you.

By the mid-1850's Bytown was the supply depot for the timber trade of the Upper Ottawa Valley. Its lumbermen cut the white pine in the woods along its banks and up its feeder streams, squared it, or merely trimmed off the branches, and rolled it into the water. Once afloat, the timbers and loose logs were linked together in cribs, which, grouped in large rafts, were floated either to the riverside sawmills or to the waiting sailing ships at Quebec.

At that time there were 15 sawmills in the Ottawa Valley, two of them in Bytown. The lumber these mills cut was either used locally or sent down the river by barge, bound for the eastern United States via Lake Champlain and the Hudson River. The barge owners had a monopoly. Their rates made it difficult for Canadian lumber to compete in the U.S. market. Besides, the river was frozen for five or six months of the year and no lumber could be shipped. The sawmills could not get logs and they too, closed. Thomas McKay, the Scottish born contractor whose profits from the Rideau Canal had grown to include a group of mills at the Rideau Falls and the nearby home which was to become the residence of Canada's Governors General, regarded both that barge-owners' monopoly and his inability to operate his mills year-round as challenges. He began to promote the idea of a railroad.

The town of Prescott, lying at the head of a chain of rapids on the St. Lawrence River, was a major transshipment point between the lake traffic and the river boats. Many shippers found it cheaper to send freight to Bytown down the St. Lawrence and up the Ottawa than to use the Rideau Canal. In June, 1848, a group of Prescott businessmen discussed the

prospect of shipping freight through Prescott to the Ottawa Valley and proposed the construction of a railroad to Bytown. As the population of Prescott was then about 2,000, it was obvious they needed help. They asked the businessmen of Bytown to join them and to pay half the cost of a preliminary survey and the legal costs of incorporating a new company. A Bytown group agreed, an application was prepared in 1849, and the charter was granted on May 10, 1850, for the construction of the Bytown and Prescott Railway.

At that time, lines longer than 75 miles qualified for a government subsidy. The Bytown & Prescott would only be about 55 miles long, so the company had to fund itself. It started by selling shares. It knew there was a limit to the amount of spare cash available from individuals, so its managers, the Provisional Committee, asked the Corporations of Bytown and Prescott for help. These agreed, but to do so required Parliament to authorize them to raise taxes. Permission was obtained and Bytown subscribed to \$60,000 worth of shares; Prescott to \$30,000 worth. Each town issued debentures, which were to be paid for out of property taxes. It was anticipated that the share dividends by the railway company would be more than enough to make the raising of taxes to meet the costs of the debentures unnecessary.

On January 22, 1851, the company hired as engineer, Walter Shanly, a Canadian who had just finished the western end of the railroad line from Ogdensburg to Rouse's Point on Lake Champlain. Shanly spent the next three months walking the routes between Prescott and Ottawa, mostly on snowshoes, through the dense cedar swamps that covered much of that region. The shortage of money dictated that the line had to be as short and as cheap to build as possible. Both the route he chose, and the details of the construction itself, reflected those limitations.

Once the decision to take the line east of the Rideau River had been made, the route to Bytown was relatively straight forward. Kemptville was, even then, larger than other nearby centres. There were swamps in Edwardsburg Township and two river crossings, one over the South Nation River near Spencer's (Spencerville), the other over the Rideau at Bytown. Shanly would have to dig five cuts through ridges that lay across his line. The biggest of these was at Prescott and could not be avoided. One in Gloucester Township was largely of rock.

A major obstacle was not topographical but political. McKay wanted the railroad to come to Lot "O", a parcel of land set aside as the site for military -- "Ordnance" -- construction to protect the northern end of the Rideau Canal.

(It lay between the Rideau River and the bay downstream from Nepean Point, north of the Mint and the old General Hospital). Unused for its original purpose, much of Lot "O" had been leased. McKay's mills were there, the road would lie outside the then town boundary, and it would have access to the Ottawa. But other Bytown shareholders wanted the railway to go to the Canal Basin, roughly where the approaches to the later Ottawa Central Station ran.

Both the President, John McKinnon, who was Thomas McKay's son-in-law, and Walter Shanly, had to agree with McKay, but it was left to Shanly to defend the choice in his Report to the company. He offered three arguments. The first two were valid. Building to the Canal would gain them nothing as far as traffic was concerned. There was then no room for a line. Canal tolls were an extra expense. He might have added that the Canal closed during the winter. Secondly, for purely technical reasons which he described at length, building to the Basin would take longer and be a good deal more expensive. In his third argument, Shanly appealed to the emotions: if they went to Lot "O", "Trains would show to advantage, reaching their destination on a fair and noble plain, fronting on, and in full view of, the noble Ottawa".

A later author has suggested the line should have gone to the Chaudiere Falls area via LeBreton Flats. As it happens, that is exactly where it should have gone, and is exactly where it did go, too late, in 1871. But at the time there was no industry at all at the Chaudiere Falls. The mill-owners on the north shore had not supported the formation of the company, and the company would have had to find more money to build a bridge across the Ottawa River at that point to get them to do so.

One may speculate as to the reasons why the company did not get the backing it needed. Could McKay and McKinnon have convinced these possible backers to support a railway which would compete with their water-borne trade and so deprive them of some immediate profit? That the line would have resulted in long-term gain for all was problematical. This was the first railway to be built into Bytown and its reliability and charges were alike unknown. Did McKay even try to sell his project? So far, this is a mystery which cannot be resolved.

There was a potential revenue from across the Ottawa, and Shanly planned to put in a mechanical lift to bring traffic from the Ottawa River to the railway terminus. But there was no money to do so. And the traffic may not really have been there anyway. The decision to build the line to Lot "O" did reinforce the widely-held opinion that it was a creature of

Thomas McKay's. So, when the line was first built, almost all the traffic was connected with the McKay complex. And this was a pity. The road was truly a community asset and came to be used as such. Had its initial support come from a broader spectrum of that community it would have been more financially viable.

Actual construction was straight-forward. Shanly's staff had finished the final surveys and detailed estimates by early July 1851. Shanly's Report containing all these was in the hands of the printers by the 26th. He had called for tenders for route clearance contracts during the month. The first contractor, French, Ferguson and Fraser, apparently of Brockville, started clearing and "grubbing" (removing roots and rocks from the actual line) on September 2, 1851. The formal opening of the work took place on October 9, with a parade from the company offices, which may have been at No. 3 Rideau Street, to the site of the new station. This was on McTaggart Street, just off Sussex, a block north of the present Boteler Street, then spelt Botelier. Here President McKinnon delivered the usual address and "taking the spade, proceeded to break the ground and tossed the first sod in first rate style". On October 9, Howard and Goslin of Prescott began work in the Big Cut, east of Fort Wellington, at Prescott.

That Big Cut was necessary in order to ease the grade out of the shoreline at Prescott, the location of the terminus which Shanly was bound by a company By-Law to serve.\* Without the soil-testing techniques of today, he had to take a chance, but much of the work turned out to be easier than expected. The earth from the cut was disposed of by putting in about 1000' of piling and filling in the area between it and the shore. This gave the company about eight relatively cheap acres on which to put the Prescott shops, terminus and wharf.

One of the most difficult construction areas lay just north of Prescott in Edwardsburg Township. Here the route lay through swamp. Having walked it, Shanly was well aware of the problems facing him. When he began he found the only way to overcome them was to build a causeway - essentially a long timber bridge - and to lay the rails on that. There was three and a half miles of this construction and it is this section that is the basis for the old legend that the line came to Bytown on wooden rails. Later it was filled in with earth and ballast but, throughout its life, the spring thaws complicated the lives of the maintenance crews working north of Prescott.

\* See Map 3.

The basic formation was nearly complete when Walter Shanly presented his progress report at the Annual General Meeting in August, 1852. The rock work had been easier than expected and he had saved some money both on this and on his estimates for bridge construction. He had built a 120 foot wharf on the Ottawa just down the hill from the Bytown station, which had cost \$2,880. Though the work to that point had cost the company \$238,480, and they still had to spend \$55,300 to complete the line, he was \$56,000 below his original estimates. Even that was too much. The company had been able to raise \$220,600 -- on paper. By the time they had taken off discounts, pledges made but not honoured, and delays in payment, the net receipts totalled \$161,400. They still had to buy iron rails, locomotives, and rolling stock.

President John McKinnon went to England with \$400,000 worth of First Mortgage bonds. With them he bought 5400 tons of rails, together with spikes and other track fittings, for which he paid the Ebbw Vale Iron Company, a London-based firm with mines and foundries in Wales, \$232,800. The rest of the bonds were left in London to be sold as opportunity presented. Secretary Robert Bell went to Boston where he bought six locomotives from Hinkley & Drury (The Boston Locomotive Works). He also bought 131 cars. Six passenger cars were built by McLean, Brainard & Co., of Ogdensburg, and an unstated mix of freight cars were ordered from Harlan & Hollingsworth, of Wilmington, Delaware. These cost \$180,000; \$100,000 paid for in shares of the company, \$80,000 through a loan from the Commercial Bank at 8 per cent, a high interest rate for the time.

President McKinnon reviewed the company's financial position at some length at the 1853 General Meeting. The concern still had to find \$277,764 -- almost as much as they had already spent -- to finish construction. There was no more money to be had locally. The Grand Trunk had offered to assist by taking \$400,000 worth of the B. & P.'s bonds, and \$400,000 worth of its shares at 25 per cent discount. In return, the company would build the road to G.T.R. standards at its own expense. This would have raised the discount to about 33 per cent and resulted in loss of control. McKinnon had refused the offer.

The only remaining source was a government agency -- the Municipal Loan Fund. Intended to support projects which would benefit the Province, this agency required the municipalities concerned to act as co-signers for the company which wanted to borrow the money. Interest also was high; 6 per cent plus a 2 per cent sinking fund. The Corporation of Ottawa agreed to back the railroad's note for \$200,000, Prescott one for \$100,000. The two communities took a joint second mortgage on the railroad as security.

Even before the railroad had turned a wheel, the Directors had saddled the company with an annual interest burden of \$47,150.20\*. In addition to this, it had been given the right to issue promissory notes to pay for casual purchases of goods and services. These no doubt eased the cash-flow problem, but they were not very tightly controlled and so added to the debt load. Granted, they did not pay interest. The company was slow in redeeming them, which cannot have contributed to its public image. They were widely used in the local communities as an extra form of currency, being exchanged at varying rates of discount. It is said they ultimately were all redeemed. Some may have been exchanged for shares.

The rails arrived in Canada in two shipments, one late in 1853 and the other in the spring of 1854. The company had them shipped up to Prescott as soon as navigation opened. The first locomotive, "Oxford", an 0-4-0 tender switcher, was delivered via the Northern R.R. of New York and by barge through Ogdensburg, on May 19, 1854. Track had already been laid in the yard and she started pushing her train of iron up the main line into the Big Cut the next day. This rail was laid to the American gauge of 4' 8 1/2" rather than the Provincial (Grand Trunk) gauge of 5'6".

The line reached Spencerville on June 21, Oxford Station some time in July, and Kemptville on August 9. Gloucester Station was in use on November 11. By December 7, iron was reported at "Billing's sawmill, in Gloucester" 3 1/2 miles from Bytown. On December 25, a work train, generally believed to have been powered by Locomotive No. 2, the "St. Lawrence", reached Bytown. Scheduled service began on December 29, probably behind Locomotive No. 3, the "Ottawa". The line changed its name to "Ottawa & Prescott" (O. & P.) in 1855, following the change of name from Bytown to Ottawa.

There has been some controversy over the date the Rideau bridge was completed. It was certainly in place before the official opening of the line on May 10, 1855. During the spring floods, which seem to have peaked about April 19, 1855, the bridge shifted on its piers and crews had to use tackles to stop it from being pushed downstream. Though the press tried to minimize the danger by saying that the bridge was not finished, it also said that service was "resumed" when it reported on conditions after the floods had subsided. Certainly the company had had plenty of time to build it. The author considers that service "to Bytown" means just that, and that the bridge was in use just as soon as iron was down at the end of December, 1854.

\*Original quotations were in sterling. Canadian Currency rates were £1 = \$4



The first construction facing the company after the line had been taken over from the contractors, was to bring the roadbed up to an adequate standard. Shanly had bridged most of the streams and gulleys along the route with light trestles and pile bridges. These were sufficiently strong to bear a construction train and so get the road built, but were really not strong enough, nor permanent enough, for regular traffic. There was nearly 10,000 feet of this light bridge-work; by January, 1859, about two-thirds of it had been replaced and work on it was continuing.

Traffic started well before the line was officially open. In July, 1854, passenger revenues totalled \$85.10. Freight service began in August, earning a modest \$54.15. By the end of 1854, passenger revenue was \$4,401.49, freight \$1,502.76 total \$5,904.25. By January 1, 1854, the line had earned \$51,885.56. Its outlay had been \$49,153.79 which gave a profit on operations of \$2,731.77. Some of the outlay had been on construction and hence a capital expense. Deducting this gave an operating profit of about \$12,560. But with an annual debt load of \$47,150, the company was already over \$70,000 in the red.

While some of that early passenger revenue came from online passengers, some came from people still not reached by construction. When the iron reached Kemptville, arrangements were made to handle passengers from Bytown and way points. Travellers could take a steamer up the Rideau Canal on Tuesday, Wednesday, or Friday, get off at Beckett's Landing, board a stage, and be taken into Kemptville in time to catch the 3 p.m. train south. When the traveller got to Prescott, he could take a steamer down-river, or go across to Ogdensburg and catch the Northern for Rouse's Point and the Champlain & St. Lawrence to Montreal. Northbound passengers arrived in Kemptville at 10:45 a.m., in plenty of time to lunch and catch the down-river steamer from Beckett's.

The service after November 11 required the passenger to take a stage to Gloucester, where the train left at 7 a.m. Service was offered from the Montreal Road from December 14. This did two things: it ended the stagecoach service that had been used to Gloucester and it introduced a new "railroad time". Standard time did not come into official use until November 1883. Each town had its own time. Railroads, which had to work to a common time as soon as they connected with other lines or, for that matter, connected two towns, in order that schedules would work, had their own. In this case "railroad time" was a half hour ahead of "Bytown time". When the Grand Trunk completed its Montreal-Toronto line beyond Prescott, the O. & P. became a connecting service and "Montreal time" was introduced on it as the standard. This was four minutes ahead of "Ottawa time".

The company's financial troubles became acute in 1858. The business recession in 1857 cut revenues. Figures are incomplete, as indeed they were to be for most years, while Robert Bell was President, but appear to have been below the 1856 totals. Perhaps because of this slump, a Robert Lees, an Ottawa lawyer sued the line, claiming damages of \$20,489.53 on his holding's of the company's promissory notes. These presumably had been paid him for legal services either for regular clients or the company. However received, he wanted real money. He won his case. Oddly, he is shown some years later as representing the line in other litigation. There may indeed have been some truth in the contemporary allegations that the whole thing was a put-up job.

The Ebbw Vale, which had yet to receive any interest on its sale of iron, also sued. In the hearings before the Court of Chancery, it came out that the bonds McKinnon had left in England to be sold had, quite illegally, been held by the Ebbw Vale. The court ordered them to be returned. And it placed the line in receivership, under a Mr. C.W. Simpson.

That year, too, the company fought with the Grand Trunk. In 1856 the G.T.R. had been allowed to raise £100,000 of which about half was to go to assist subsidiary lines like the O. & P. The G.T.R. had gone to the Commercial Bank, which the O. & P. had also not paid, paid off its third mortgage and accrued interest, and had taken over the lien on its rolling stock. This was not legal. The money should have been paid to the Board of the O. & P. which would have decided what to do with it. President Bell claimed that the money was a government grant. The G.T.R. claimed it to be a normal commercial transaction. Bell got the G.T.R. deal cancelled, paid off the bank himself (about \$112,000) and then used the rolling stock, and perhaps some locomotives, as collateral for the entire £ 50,000 (\$243,000) to which he was entitled under the Grand Trunk Relief Act! This put him very much in the G.T.R.'s power.

The construction of the new Parliament Buildings at Ottawa, which began in 1861, brought new business to the line but it was still not enough. The Ebbw Vale asked again for money in 1862, and Bell agreed to pay them 30 per cent of the gross revenues. This turned over some \$11,500 which did not significantly reduce even the interest owed, let alone the capital, and it left nothing for necessary maintenance. Payments stopped in October.

That September the O. & P. agreed, for a price, to let the Grand Trunk lay a third (broad gauge) rail from Prescott Junction one and a quarter miles south into the Prescott Yard. There the company was to build a new wharf and

freight shed for G.T.R. use. The G.T.R. also made arrangements to finance a train ferry, the "St. Lawrence", a 244-ton vessel capable of carrying six cars and of performing light icebreaking duties. She came into service between Prescott and Ogdensburg in August 1863 and was condemned after a life of hard service in 1873.

During the winter of 1862/63, a power struggle developed within the company. Both factions tried to buy up a majority of the shares (= votes) and so gain control. Some of the deals were less than legal, and the matter was complicated by the Secretary-Treasurer allegedly committing irregularities with respect to registration of some of the stock transfers.

This conflict came to a head at the Annual General Meeting on May 8, 1863, which was held at the Sussex Street Station in Ottawa. The "New Board" tried to seat their candidate as Chairman. Bell, the legal Chairman, was shouted down and eventually left the assembly, thereby officially closing the meeting. Some of the "New Board" then decided to seize the company records, which were kept in another office in the station. Someone broke down the door into that office, the crowd swarmed through and literally threw the "Old Board" out of the building. Some minor personal injuries resulted, the police were unable to control the crowd, and the Mayor, Henry Friel, called out the local militia to protect the property until tempers cooled. Bell suspended service for a week, moving the locomotive and cars down the line to Prescott. He also laid a number of charges against persons connected with the assault but these were either withdrawn, dismissed, or the defendants acquitted.

A further General Meeting was called in July. Bell was Chairman. Present was Joseph Robinson, Chairman of the Ebbw Vale Iron Company. He proposed a new Board, balancing the claims of both factions, and adding to it two G.T.R. men, two from the Great Western, and himself. One of the G.W.R. men was Thomas Reynolds who had earlier been appointed Receiver, and who now became Managing Director to run the line while Bell attempted to sort out its financial affairs.

Bell tried to get money from Parliament, but he had not prepared his case adequately. Both Ottawa and Prescott opposed his draft legislation and he withdrew it. Almost immediately the G.T.R. told the company that, as the line was in a dangerous condition (through inadequate maintenance as a result of the 1862 payments to the Ebbw Vale), they would have to protect their third mortgage by seizing the rolling stock that was the collateral for it. On October 21, 1864 they did so. Three locomotives, 49 freight cars and seven passenger and

baggage cars were ordered by the Sherriff to be sold. The G.T.R. bought them at auction for \$301. But Ottawa and Prescott had managed to get an injunction preventing the G.T. from interfering with the company, and the sale was voided. In the meantime, Bell had closed the line, except for some minor freight traffic which ran only at night.

Negotiations between Bell, as the holder of the charter permitting the line to operate; the Ebbw Vale, which held the first mortgage; Mayor Dickinson of Ottawa, one of Bell's major competitors, acting for the holders of the second mortgage; and C.J. Brydges of the G.T.R., worked out a tentative agreement. Bell reopened the line on November 17. It is this closure, which had begun on October 14, that later historians have interpreted as a "two-year gap in operations". The G.T.R. were to take over and operate the line. It was to be broad-gauged, at O. & P. expense. The G.T. closed its Prescott station and moved to the O. & P. station at Prescott Junction. At a meeting on January 17, 1865, Bell was out, replaced by Thomas Reynolds. A number of minor changes followed.

Ottawa then submitted its own Relief Bill which, when it was approved, gave the Ebbw Vale the opportunity to foreclose, buying the line at its own price, \$243,000, about the price of the iron rails. This sale wiped out the mortgages held by the municipalities and voided the shares held by the stockholders.

The line was reorganized as the St. Lawrence & Ottawa in December 1867. Thomas Reynolds had bought in and became the new company's Managing Director and later a Vice President.

He set to work to modernize the road, replacing bridges and improving its facilities. Construction on a branch line to the Chaudiere began in late 1870 / early 1871. This was completed, including a new bridge over the Rideau River behind where Carleton University stands today, and a swing bridge over the Canal below the present-day Experimental Farm at Dow's Lake, into a new freight shed at Broad Street and Wellington by December 14, 1871. It was too late. The Canada Central had reached the Chaudiere a year earlier. Though the CCR was broad gauge, and hence a feeder to the Grand Trunk rather than a direct competitor for American traffic, its location and its later construction up-river toward Pembroke, made it a serious competitor.

Reynolds was conscious of this threat and he attempted to extend his own line. In 1872 he obtained a charter to build to Pembroke and then northward, as well as a branch to Aylmer. He also was active with a group which included the

Ebbw Vale, some of the promoters who later formed the C.P.R., and some Ottawa and North Shore businessmen, in obtaining a charter for a bridge company. This would have built across the St. Lawrence, below Prescott. But there was no money for any of these schemes.

With all this he ran a happy, reasonably efficient line for some 15 years. It made money every year until 1883, paying an average of just under \$41,000 a year between 1870 and 1878 on its debts. Very much a part of its communities, it ran frequent excursions, contributed to charities, and its officers and men were popular. During the Fenian Raid crises of 1869 and the early 1870's, its men formed their own militia rifle company. The line reduced its fares for militiamen on duty and on leave. Its craftsmen contributed to the maintenance and repair of local armouries and drill halls.

Reynolds died June 28, 1880. With his death, the Ebbw Vale lost not only the manager of one of its Canadian investments but also a knowledgeable businessman with the ear of Sir John A. Macdonald and successive Governors-General. His death came at a particularly bad time for the company. About that time the C.P.R. Syndicate were seeking to expand their eastern lines so as to develop feeders to their new transcontinental line. The St. L. & O. was not of much direct use to the C.P.R. which needed east-west links, but it did represent a potential route by which the Grand Trunk could reach the national capital. It had therefore either to be bought or neutralized.

The actual steps taken by the Syndicate to do this are not entirely clear. Duncan McIntyre, formerly with the Canada Central, by then a Director of the C.P.R., bought most of the St. L. & O. shares which had formed Reynolds' estate. He then managed to have the line placed under the control of Archer Baker, another ex-C.C.R. man, who had become General Superintendent of the C.P.'s Eastern Division. In 1881 the St. L. & O. had obtained permission to cross the C.C.R. at grade in order that it might have access to the new bridge-built across the Ottawa above the Chaudiere by the Quebec, Montreal, Ottawa and Occidental in 1880. The company's application to use that bridge was not approved until 1883.

The first few years of C.P. control were disastrous. The St. L. & O. lost seven of its eleven locomotives to C.P. service, all but four of its nine first class carriages, two of its second class coaches, and two of its five baggage cars. This left it with barely enough passenger equipment to run two trains a day each way. It had been running four. Freight cars stayed numerically the same, but there is no way of telling how many actually remained on line. Prescott lost

many of its seasoned shop personnel and its floating grain elevator. Far worse: early in 1882 a government inspector condemned the wooden bridges on the Chaudiere Extension. It took three years to get them rebuilt and the Extension re-opened. Meanwhile the St. L. & O. was cut off from its most lucrative supplies of export traffic. With all this, it ran at a loss on current account for the first time since about 1865.

Prescott cried "foul", and certainly it seemed as if the protest was valid. But, from the corporate viewpoint, the run-down made sense. The C.P. had a genuine requirement for the St. L. & O.'s locomotives and rolling stock. There was never enough motive power to haul both the construction trains and the traffic which was building up. The decision to let the bridges go was strictly economic. The C.P.R. was short of money and was to remain so until after the North-West Rebellion in 1885. There was just no money to spend on minor lines. The move of the shop crews to other centres was tied to a rationalization of service facilities in which Prescott could not share because of its location. The move of the grain elevator was part of a deliberate decision to make Brockville a freight centre for the Region. A subsequent decision to set up a coal centre there was merely an extension of that decision. This was probably more political than economic. Brockville had been the headquarters of the Canada Central. This headquarters had been moved to Ottawa. The establishment of the freight terminal may have been a quid pro quo.

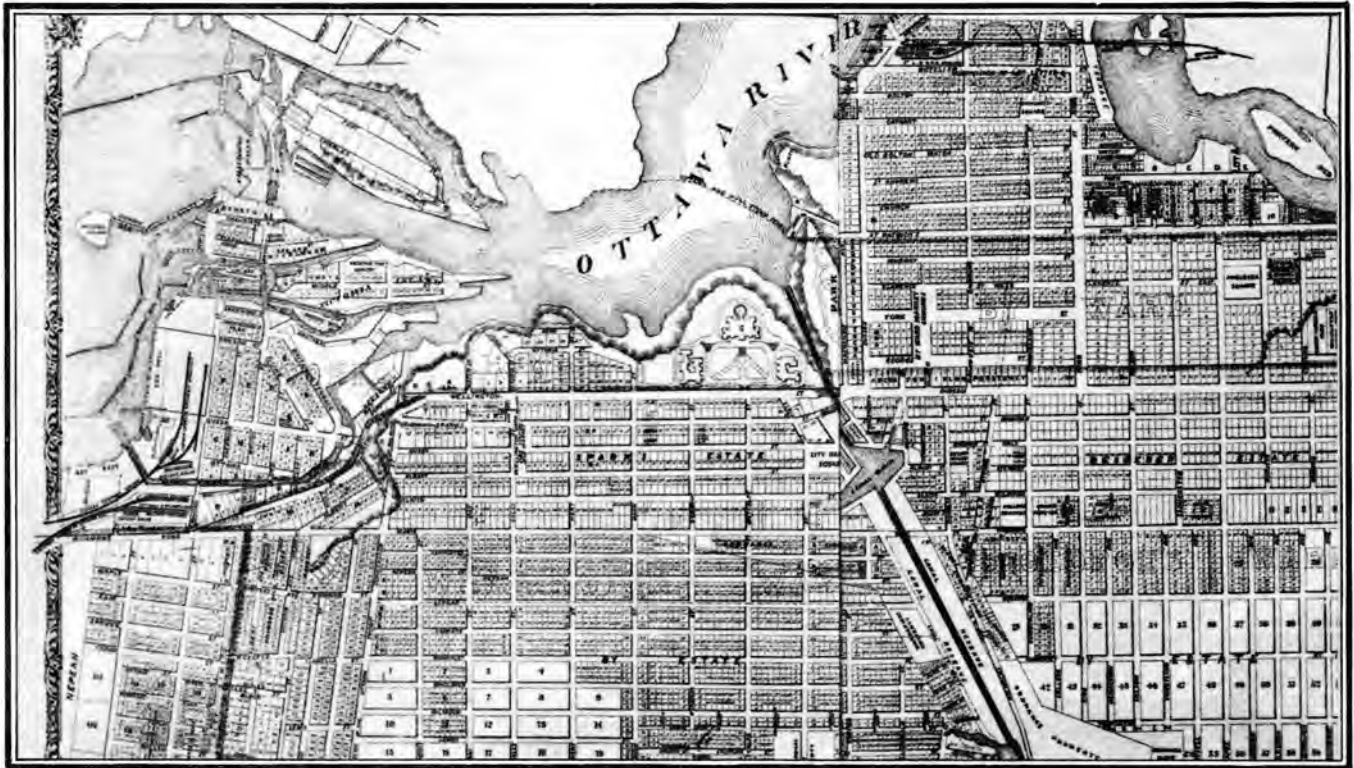
Despite appearances, there does not appear to have been any move by the C.P.R. toward asset-stripping. The Ebbw Vale was given quite generous terms in the lease which was signed in 1884. Once the squeeze was over, rehabilitation followed. The road had had steel rail put in replacing the original iron. This program was completed. The wooden bridges were replaced, probably with iron structures. Traffic was restored. The coal business had not really suffered; in 1908 it was enhanced. Prescott was made the centre for all C.P. coal supplies for the Eastern Region. And, though less apparent, a steady traffic in other commodities and in passengers helped keep the St. Lawrence Section, later Prescott Branch, alive.

Prescott yard was rebuilt between 1908 and 1910, with a new roundhouse, redesigned trackage, a conveyor for the coal storage system, and new dock facilities. New yards were put in to serve the elevator at Johnstown and new coal yards followed into the 1950's.

With the decline of coal as a major fuel, both for buildings and for locomotives, the continuing use of the Prescott complex became harder to justify. It became progressively run down from the late 1960's until now all that is left are fields with the remains of the coal piles, some faint traces in the long grass of where the tracks used to lie, some rotting pilings and an Historical Sites plaque telling the story of the line. Up the line, Bedell, which had been Kemptville Junction, no longer has a diamond to permit straight through running. The Prescott end of the line has become, in effect, a long industrial spur. The northern end of the subdivision has become, for all practical purposes, a branch of the old Ontario & Quebec. Few buildings remain along the right-of-way and perhaps it is symbolic that one which still exists is an old, probably original, freight shed at Kemptville. Moved across the track from its original site, it still rests on hand-hewn timbers, and traces of its earlier yellow paint may be seen under the C.P. red.

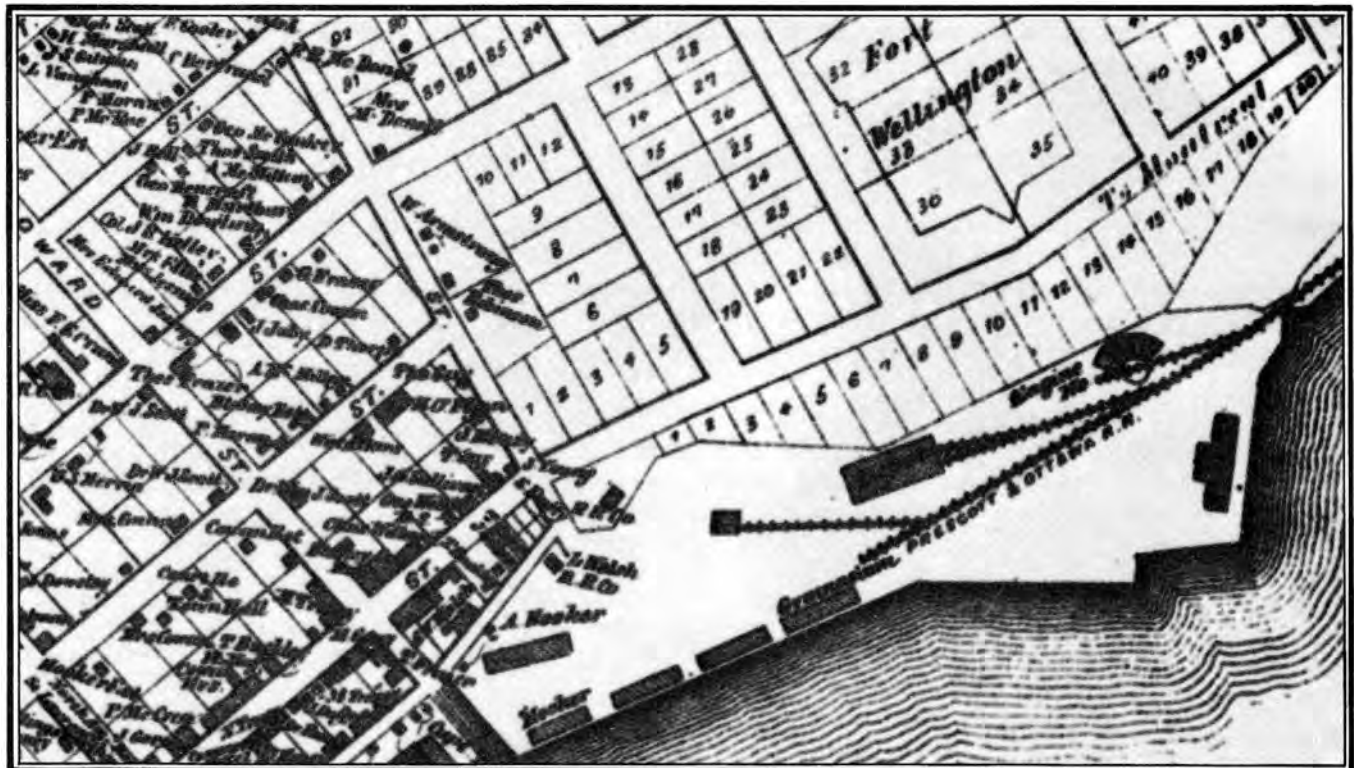
Much change has taken place at Ottawa. The original main line into Sussex Street station has been torn up and the bridge, the yard and its buildings have gone, leaving only a line of eroding piers, and a 1.2-mile stub called the Ellwood Spur. The Chaudiere extension still exists, crossing the Rideau on its familiar bridge, since extended by two extra spans. A former trestle, now a high embankment, leads the line into a gentle curve before it dives into a 1900' tunnel under the site of the former swing bridge and then a long cutting crossed by a number of bridges which carry streets to the Hintonburg area. It emerges short of Wellington Street, enters the site of the old Ottawa West Yard, crosses over two sidings about where the Railway Commissioners of 1881 told it it could cross the Canada Central, and then passes over the Prince of Wales Bridge into the Lachute Subdivision, just as it was given permission to do in 1883. But no longer is it as busy. No longer do its yards echo to the bark of exhaust as a switcher picks up a heavy cut of cars.

Vast changes have taken place in the railway environment of the region since the line was built. Some lines have been relocated and many have been obliterated. What is perhaps exceptional is that much of Walter Shanly's original line still performs a useful role over 125 years after it was opened.



OTTAWA 1871 Historical Atlas, County of Carleton

PAC C106957



Town of Prescott, ca., 1871 Historical Atlas, Leeds & Grenville Counties.

PAC C106958



# ST. LAWRENCE & OTTAWA RAILWAY.



PRIVATE

## TIME-TABLE

AND

### SPECIAL RULES,

FOR THE

### EXCLUSIVE USE AND GUIDANCE

OF

### EMPLOYÉS,

COMMENCING AT 7.30 A. M.

**MONDAY, 30th NOVEMBER, 1868.**

MONTREAL TIME.

NOVEMBER 30th, 1868.]

GOING NORTH.

(No. 5.)

### PRESCOTT TO OTTAWA.

Inter. Distance	Total Distance	STATIONS.	NO. 1 EXP'S.	NO. 3 MIXED
			P. M.	A. M.
	2	Prescott.....	2.10	7.30
		Prescott Junction.....	2.25	7.45
7	9	Spencerville.....	2.43	8.10
7½	16½	Oxford.....	<b>3.07</b>	8.40
6	22½	Kemptville.....	3.22	<b>9.15</b>
8½	31	Osgoode.....	3.45	9.45
6	37	Rossiters.....	4.00	10.05
6	43	Gloucester.....	4.15	10.25
11	54	Ottawa.....	4.45	11.00

GOING SOUTH.

### OTTAWA TO PRESCOTT.

Inter. Distance	Total Distance	STATIONS.	NO. 2 EXP'S.	NO. 4 MIXED
			A. M.	P. M.
		Ottawa.....	8.00	1.00
		Gloucester.....	8.25	1.40
6	17	Rossiters.....	8.40	2.00
6	23	Osgoode.....	8.55	2.20
8½	31½	Kemptville.....	<b>9.15</b>	2.50
6	37½	Oxford.....	9.30	<b>3.07</b>
7½	45	Spencerville.....	9.50	3.30
7	52	Prescott Junction.....	10.15	4.00
2	54	Prescott.....	10.30	4.15

**CROSSING STATIONS.**—Nos. 1 and 4 cross at Oxford. Nos. 2 and 3 cross at Kemptville.

**NOTE 1.**—Nos. 2 and 4 will have Right of Track over all other Trains.

**NOTE 2.**—Trains going South must approach Prescott Junction with caution, and when late must ask orders at the Telegraph Office relative to the running of the Branch Train.

## SPECIAL RULES.

No. 1.—The heavy figures in Time Table show where Trains are to cross or pass each other. No Train must leave a Station where another Train of the same class is due, except when instructions in the Time Table give right of Track, or a Crossing Order is received in writing or by Telegraph from the Superintendent or Train Dispatcher.

No. 2.—Mixed and Freight Trains when they cannot make their regular Crossing or Passing Station on time must keep out of the way of Passenger Trains, and Freight Trains must keep out of the way of Mixed Trains, and must be on the sidings ten minutes before Passenger Trains are due. Conductors will allow five minutes for variation in watches at all Crossing Stations, but must not run upon this allowance.

No. 3.—When an Extra Engine or Special Train is to follow and have right of Track over all other Trains, a Red Flag by day and a Red Light by night, in addition to the usual lights must be shown in front of the Engine and in the rear of the preceding Train, and this Red Signal will absolutely stop all Trains going in the contrary direction, until the Train or Engine for which the Red Signal was carried has arrived. When a Train is to follow not having right of Track, but keeping out of the way of all Regular Trains, a White Flag by day, and a White Light in addition to the usual lights by night, must be shown in front of the Engine and in the rear of the preceding Train, and the Conductor must notify each Station Agent as well as the Conductor and Driver of all Trains who are to regard the Red or White Signal, as the case may be, that a Train is following, whether by day or night.

NOTE.—In case of a Regular Train passing an Irregular one which has previously been signalled by another Train, the Regular Train must carry a similar signal to that carried by the preceding Train. Regular Trains are those contained in the Time Table.

No. 4.—No Empty Engine must be allowed to follow a Passenger Train, on a Red Signal. An Engineman in charge of an Empty or Special Engine has the same responsibilities as the Conductor of a Special Train, and will be governed by the same Rules. He must not run at night without having a proper Head-Light and Red Tail Lamp exhibited.

No. 5.—No Train must leave or pass a Station or "turn out" before the time named in the Time Table. *On this point there is to be no discretion.*

No. 6.—Special Trains must be run between Stations by the time of Trains of the same class in the Time Table, and must be shunted at Stations at least ten minutes before any Regular Train is due to pass—and must not pass Way Stations without the signal to do so has been given by the Conductor.

No. 7.—As a precaution, all Conductors before leaving a Station, shall ascertain from the Agent, Operator, or person in charge, whether there are any orders or arrangements affecting the running of their Trains. After leaving and while passing a Station, Conductors are to stand on the platform of the last Car, to see if any signals are made.

No. 8.—No Construction, Wood or other Irregular Train, must leave a "turn out" in the morning, unless sure that all the Night Trains have passed, and they must be off the Main Line fifteen minutes before any Regular or Signalled Train is due, and await its arrival unless duly signalled or specially ordered to the contrary. Any person violating this Rule will be prosecuted under the statute with the utmost rigor.

No. 9.—Conductors are held responsible for the movements of Trains, and for their being worked in accordance with the regulations. In all cases of doubt or difficulty they are to consult the Engine Driver—*safety to be the first consideration*—Both are required to see that their watches are correct with time in Prescott Office, and to compare with Conductors and Drivers of other Trains on meeting, also with clocks at Stations, and they must report to the Local Superintendent all differences of time.

No. 10.—No Engine or Train is to be allowed to leave or pass a Station within ten minutes of another Train going in the same direction, and the Engine Driver must so regulate his speed as to keep that time behind the preceding Train.

No. 11.—Station Agents are held responsible for the safety of the Switches, which must always, excepting when a man is standing by, be kept locked for the Main Line. They must always see that the Track is clear at the Station, and must not allow Cars to be loaded or unloaded on the Main Line without authority from the Superintendent.

NOTE.—This is not intended to relieve Conductors and others from the care of the Switches they may use: whoever throws a Switch on a Side Track must see it back on the Main Line.

No. 12.—The Alarm Bell in the cab of the Engine is on no account to be used for starting Trains, its purpose being for stopping a Train in case of necessity.

## SPECIAL RULES.

No. 13.—Enginemen of all Trains are to use the whole time allowed for running, excepting that which may be required for doing the work at Stations or for crossing other Trains. Enginemen must endeavor, as far as possible, to keep up a uniform rate of speed, up and down grades. They must have full control over Mixed and Freight Trains when going down grades, and the speed must not exceed fifteen miles an hour. Conductors must see that the Train-men apply Brakes to the rear Cars when going down grades, so as to steady the Train, and keep it under proper control. All Trains must pass slowly and cautiously through Side Tracks at a speed not exceeding eight miles an hour.

No. 14.—During night journeys, or foggy weather, Enginemen are to approach all Stations with great caution, especially those at which Trains should be crossed, keeping a sharp look-out for Signals and having their Trains under such control, that if necessary, they can stop before reaching the Signals. When Passenger and Mixed Train Enginemen do not find Freight Trains at their proper Crossing Stations, they must look out for them at each Station until crossed, and have their Trains under full control, so as to stop short if necessary. They must stop and make sure that they are crossing the specified Trains. No verbal communication must be received or delivered by Train-men or others while Trains are in motion.

No. 15.—Station Agents and Sectionmen must take special care that the Track is clear for Special Trains duly signalled.

No. 16.—No Special Train or Empty Engine must leave a Station unless duly signalled, without direct authority from the Superintendent or Train Dispatcher.

No. 17.—Conductors, Station Masters, and others, before acting on any Telegraph Message ordering the movements of a Train, must always intimate to the sender of Message, the construction which they (the recipients) put upon it, and await the intimation that they have understood it properly; and the stoppage of the Train having right of Track must invariably be secured before the Crossing Train is dispatched or the Track considered to be clear.

No. 18.—Whenever from any cause, a Train is delayed between two Stations, the Conductor must send a man back 800 yards, or 16 Telegraph Poles, or to the summit of the nearest grade, to warn and advise the following Train, taking care that he is provided with Detonating Signals, in case the ordinary signals fail.

No. 19.—To prevent loss of time the Conductors are to make their stops at Stations as short as possible. No Train is to be started from any Station until the Conductor has given the proper signal for doing so.

No. 20.—Whenever it becomes necessary to back a Train to a Station, it must be done with great care, keeping at least one man with a Red Flag or Red Light constantly in advance of the Train, to warn any Train that may be approaching. Neither Conductor nor Driver has any right to assume that there are no trains approaching.

No. 21.—Agents and Switchmen must look out for and carefully observe Signals carried by Trains passing or stopping at their Stations, and notify Conductors and Drivers of other Trains running in opposition to these Signals.

No. 22.—On receipt of a Crossing Order, the "Danger Signal" must be at once exhibited, so as to secure the stoppage of the Train.

No. 23.—All Free Passes must be strictly examined. Trip-Passes are to be punched and collected with the Tickets. Persons travelling without a proper Ticket or Pass must be charged fare. If they are entitled to a free passage, the money will be refunded by the Superintendent. Passes are valid only for the persons mentioned in them. Conductors neglecting to enforce this order will subject themselves to dismissal.

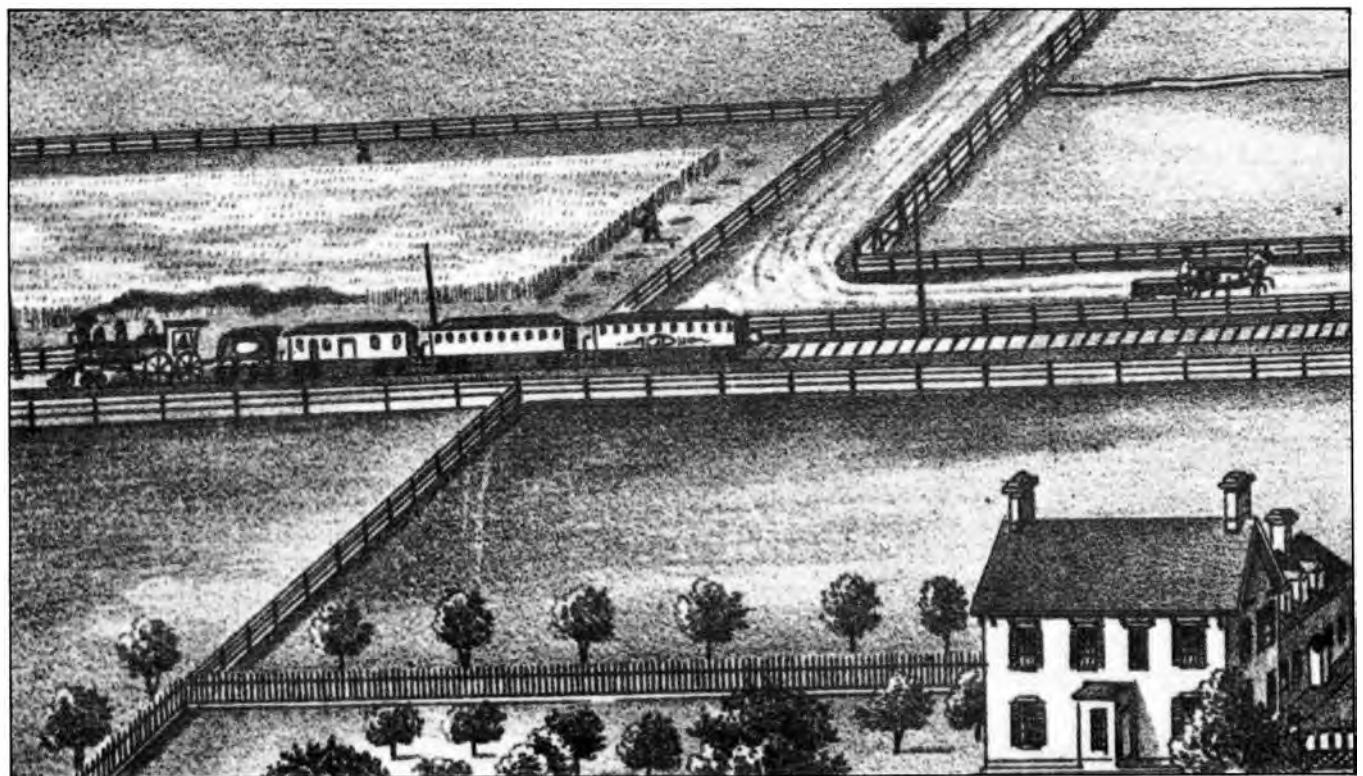
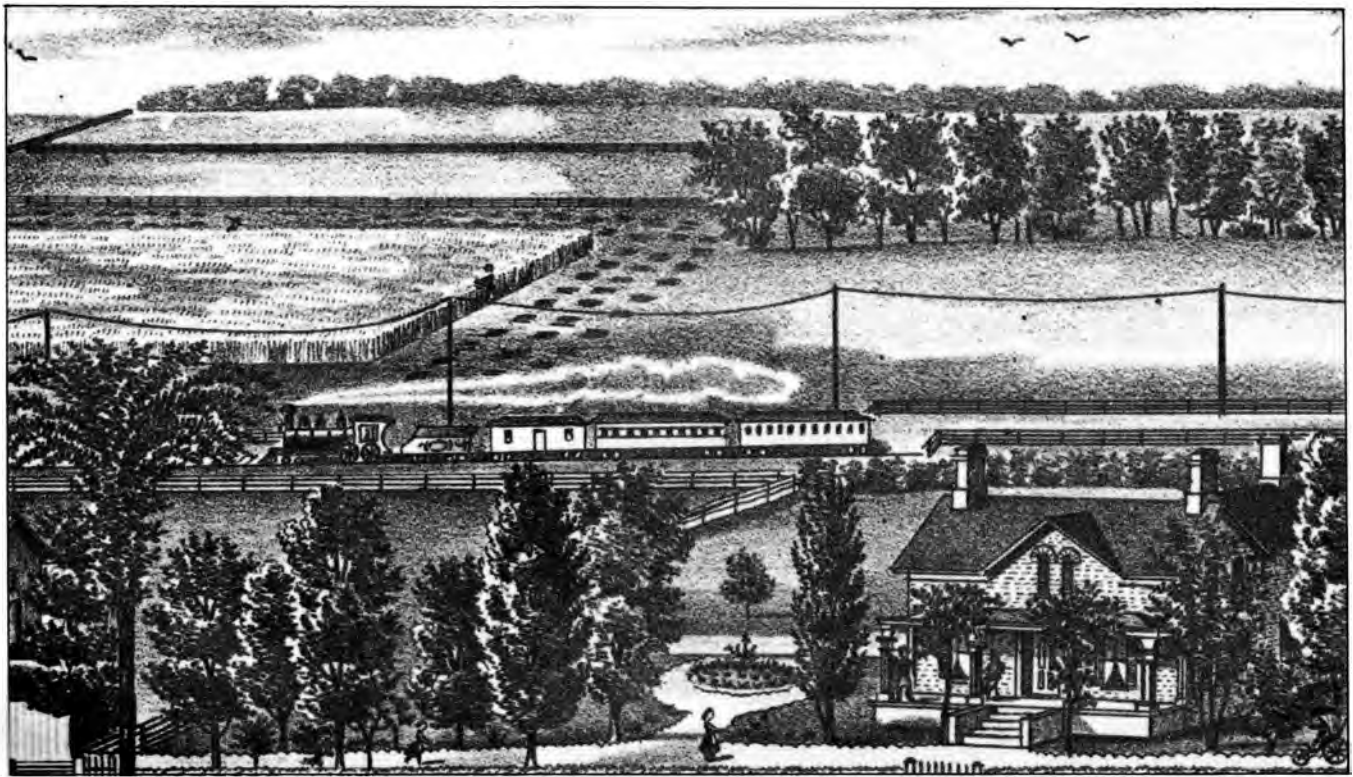
No. 24.—All Trains or Engines must pass slowly and cautiously through Towns where the Track crosses Public Streets. The bell must be kept ringing until all such crossings have been passed. Speed must not exceed 8 miles per hour.

Should any Employe not fully understand the above Rules, it is his duty to apply to the Superintendent for an explanation.

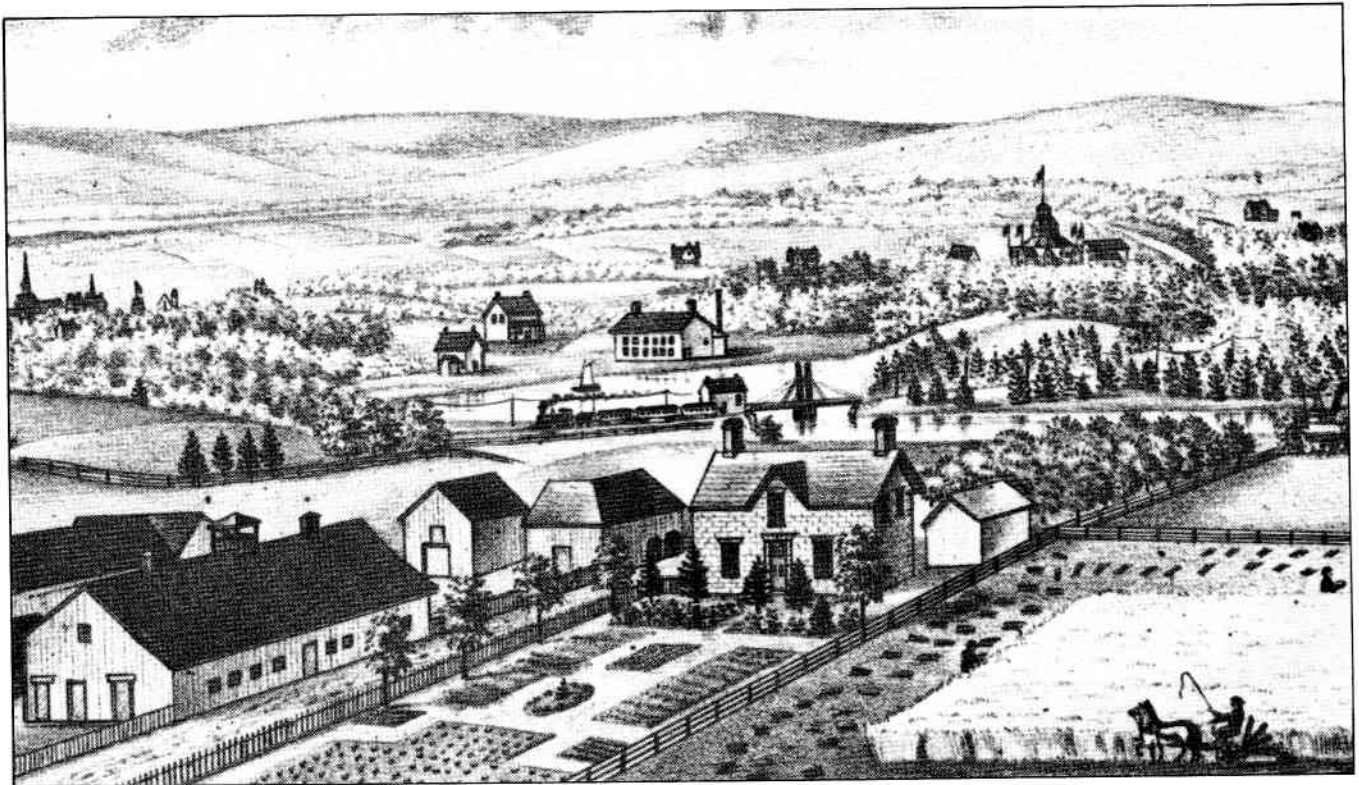
THOS. REYNOLDS, *Managing Director.*

T. S. DETLOR, *Superintendent.*

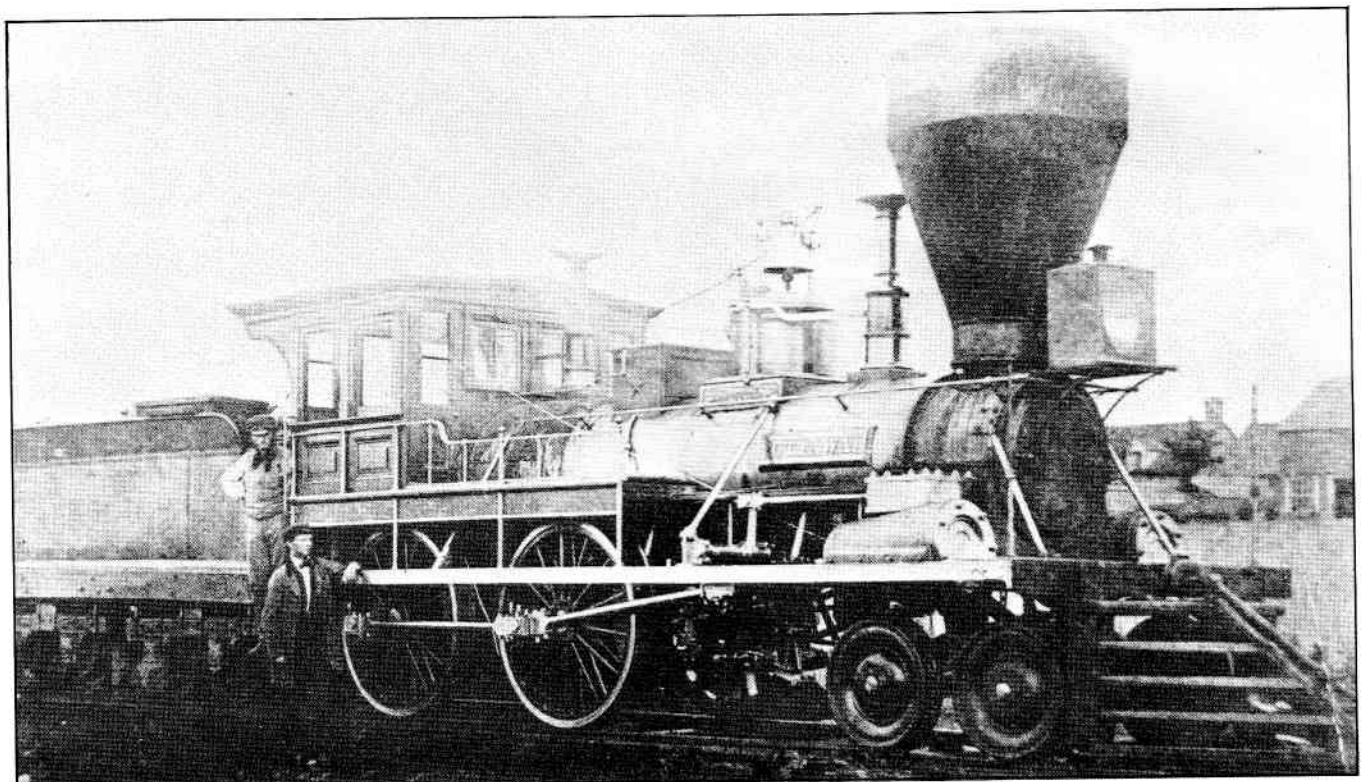
Prescott, Nov. 25th, 1868.



TRAINS NEAR HURDMAN'S. Artist's impression, 1879. Note differences in rolling stock. Historical Atlas, Carleton County. PAC C106954

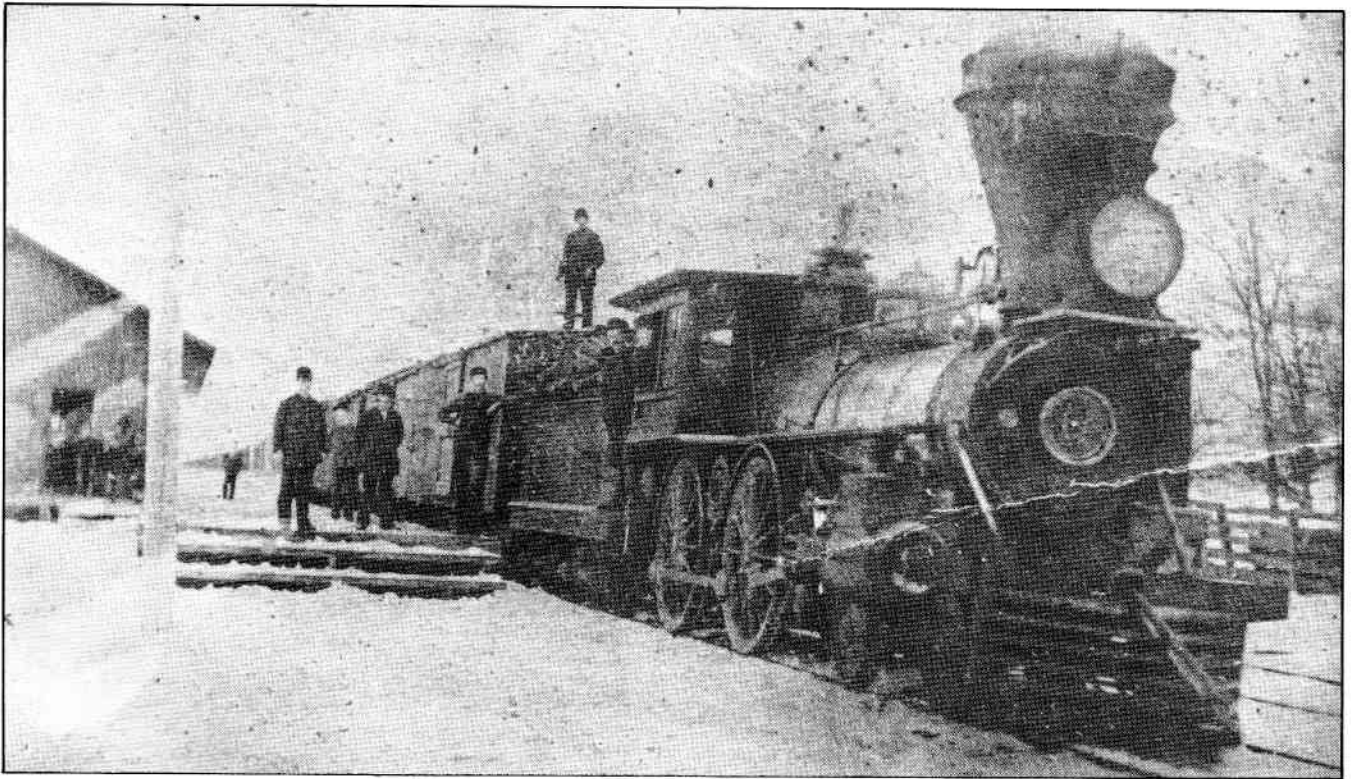


SWING BRIDGE, RIDEAU CANAL, CHAUDIERE EXTENSION. 1879. Artist's sketch, site of the present Experimental Farm, Historical Atlas, Carleton County PAC C106956



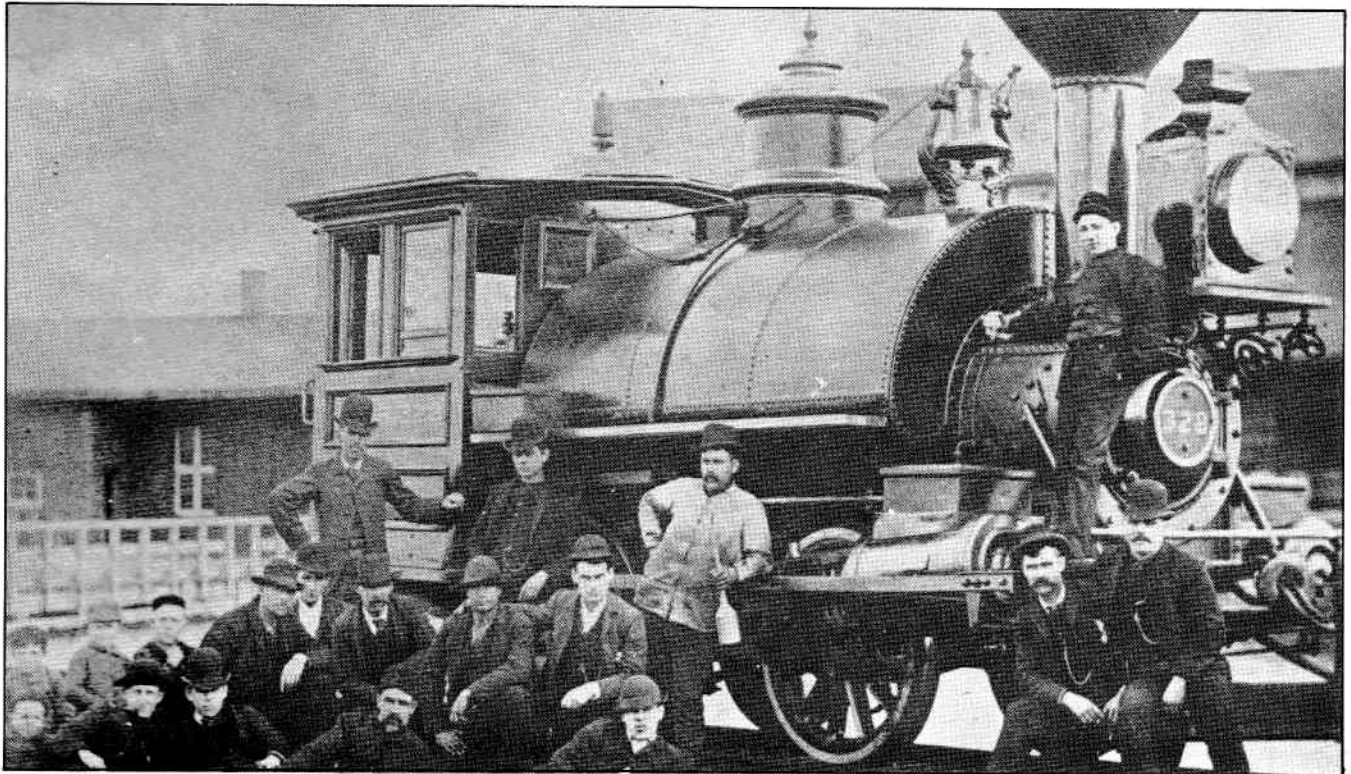
LOCOMOTIVE No. 3 "OTTAWA", Hinkley & Drury, 1854

PAC C5288

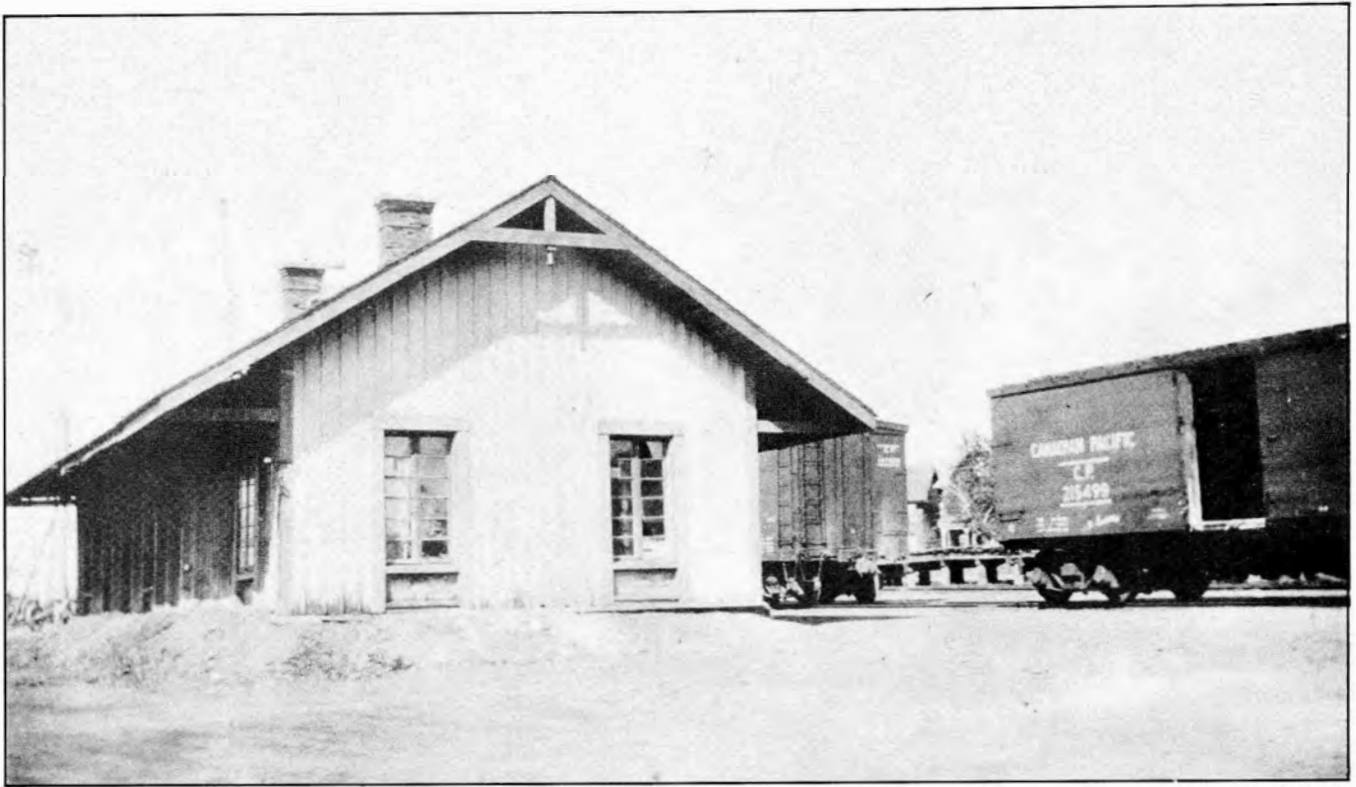


LOCOMOTIVE No. 8 "LADY LISGAR" Kemptville, 1879. Built by Taunton, 1870

PAC C5287



LOCOMOTIVE No. 1 "OXFORD", Portland, 1875. This is the second "Oxford", renumbered to C.P.R. 328 in June, 1885. The three pictures are representative of the three periods of the line's motive power; original, augmentation, replacement. PAC C2605



MCTAGGART STREET STATION, OTTAWA. Second station on the site, built ca. 1860. Photograph ca. 1940 PAC C957



OTTAWA'S FIRST UNION STATION, serving the Quebec, Montreal, Ottawa and Occidental, Canada Central and, briefly, the St. Lawrence & Ottawa. Built 1880, destroyed by fire April, 1900. Replaced by Broad Street Station. Original Photo damaged.

PAC C4848



PRESCOTT STATION, Ca. 1910. Grenville County Historical Society, Prescott.



TUG "PRESCOTONT" and BARGE "OGDENSBURG", Prescott Wharf. Date unknown. Courtesy Canadian Pacific Archives. CP B968-20

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