

Local Railway Items from Area Papers - 1852

03/01/1852 Ottawa Citizen Ottawa and Prescott

Notice. Call for tenders for ties, 7' 9" long, 2,000 for Gloucester and 22,000 for Osgoode.
Walter Shanly.

The Bytown and Prescott Railroad.

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

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ENGINEER DEPARTMENT

Bytown and Prescott Railway

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

Sir,

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

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

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

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

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

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

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

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

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

The contracts now entered into will amount to -

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

Total engagements	£29,500 0 0
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Of this amount there will be paid in stock	4,200 0 0
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leaving, total cash liabilities	£25,300 0 0
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The expenditure of this sum, less than twenty six thousand pounds, would result as follows: -

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

Progress of work.

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

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

Expenditure.

Total expenditure to the close of the past year (31st December) was	£7351 2 0
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which may be apportioned as follows: -

Surveys and Engineering and office expenses generally	£1920 14 3
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Paid towards Expenses of Secretary's Department, travelling expenses, Print- ing, Advertising, &c. &c.	222 9 0
Surveying Instruments	92 10 0
Lands	37 8 0

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

Total to 31st December £7351 2 0

The expenses for the month
of January amount to £1,311 17 7
Chiefly chargeable to grading, and making a total expenditure
to 31st January last of £8,662 19 7
And to the same date the quantity of work done amounted to -
Earth and Rock excavation, 100,000 yards
Clearing, 320 acres
Grubbing, 2,000 rods
Length of Road graded, 7 miles

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

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

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

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

20/03/1852 Ottawa Citizen Ottawa and Prescott

Notice. The book of reference of lands required for the construction of the said railway through the County of Carleton has been deposited in the office of the Clerk of the Municipal Council for the County of Carleton at Bytown.
Robert Bell, secty. B. & P. Railway Co.

15/05/1852 Ottawa Citizen Ottawa and Prescott

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

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

Notice

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

15/05/1852 Ottawa Citizen Ottawa and Prescott

To Capitalists
£15,000 of Bonds for Sale

15/05/1852 Ottawa Citizen Ottawa and Prescott

Engineer's Report

Bytown and Prescott Railroad

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

DIRECTORS.

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

AUDITORS.

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

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

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

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

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

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

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

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

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

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

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

All which is respectfully submitted

J. M. MacKinnon

President B. & P. R.. Co.

Bytown, 10th May 1852

14/08/1852 Ottawa Citizen Ottawa and Prescott

Notice to contractors for tenders by 10 September for grading the Bytown and Prescott within the limits of the Town of Bytown from the west end of Taggart street to the Rideau River.

Walter Shanly.

Also in August 14 and 28.

04/09/1852 Ottawa Citizen Ottawa and Prescott

Notice to Contractors for tenders by 19 September for grading of section No. 1 of the Bytown and Prescott from the bank of the Ottawa at Lot 40 letter O to Captain Ginson's - 3 miles.

Walter Shanly.

04/12/1852 Ottawa Citizen Ottawa and Prescott

Several notices from the Bytown and Prescott Railway - proceedings to acquire lands. These were repeated on December 11, 18, 25 and January 1, 1853.

The Bytown and Prescott Railway Company do hereby give notice that a piece of Land being composed of that part of the west half of lot No. 22, in the third concession, fronting on the Rideau River, in the township of Gloucester, in the County of Carleton, and Province of Canada, and described as follows, that is to say:- being ninety feet wide and one thousand four hundred and fifty three feet long, more or less crossing the said half lot as shown on the map or plan and book of reference of the Bytown and Prescott Railway, deposited of record in the office of the Clerk of the Municipal Council of the County of Carleton, and in the office of the Bytown and Prescott Railway Company: the said ninety feet width extending on the West side and fifty feet on the East side from the centre line of the western Track of the Bytown and Prescott Railway, as established at right angles to it, commencing at the side line at the north side of the said half lot, thence southerly (ninety feet wide as above described) one thousand four hundred and fifty three feet, more or less, to the side line of the south side of the said half lot containing three acres, by the same more or less is required by the said Company for the use of the Bytown and Prescott Railway.

That the said company are ready and willing and hereby offer to pay three pounds and five shillings as compensation for the said Land; and that in case the offer be not excepted, the said Company do hereby nominate and appoint JOHN PORTER, Esq. of Bytown, in the County of Carleton, the Arbitrator on behalf of the said company in pursuant of the statute in that behalf.

J. MACKINNON

President of the Bytown and Prescott Railway Company.

Similar notices in respect of:

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