

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.

21/01/1854 *Ottawa Citizen*

Ottawa and Prescott

The new Telegraph Line erected by the Canada Grand Trunk Telegraph Company on [sic] the line of the Bytown and Prescott Railway, has been cut down by the Railway-Company for nearly fifty miles. The Telegraph Company assumed the right to take possession of the Railway property, not only without permission but in defiance of the Railway Company, and withal constructed a Telegraph of the most inferior description, and in such a manner as to cause certain destruction of life and property if permitted to remain on the Railway. It was intimated to the Telegraph Company in April last that if they desired to construct a Telegraph on the Railway line between Bytown and Prescott, permission would be granted on conditions of mutual accommodation similar to those usual in such cases, but that the Telegraph must be of a description approved of by the Railway Company's Chief Engineer, and under his direction so placed as not to endanger the safety of trains passing over the Railway track. No regard was paid by the Telegraph Company to notices, or terms, or anything else. They proceeded in the latter part of the summer to take possession, and went on with the construction of their Telegraph. The poles were of the most wretched description, badly planted, and placed near the Railway track, and on both sides of it, carrying the wire backwards and forwards across the track, at only about half the necessary height above it. To permit such a Telegraph to remain on the Railway line under such circumstances was of course out of the question, and as the Telegraph people turned a deaf ear to remonstrance and legal notices, the Railway Company had the Telegraph cut down and removed out of the way of doing harm.

04/02/1854 *Ottawa Citizen*

Ottawa and Prescott

Excerpt from report of the meeting of the board of directors of the Canada Grand Trunk Telegraph Company.

Some difficulty has arisen on a line projected by the Company, from Prescott to Bytown, with a side line to Perth. The contractors, Messrs. Snow and Dwight, built the line from Prescott to Bytown, on the line of the Railway between those two places. We are informed that before commencing their work, they had authority from some of the Directors of the Railway to build on the line of the Railway; but it would seem, from the present state of affairs, that some influence has secretly been exerted to induce the Directors of the Railway Company to take action against Messrs. Snow and Dwight, by cutting down the poles. In the meantime, as the contract was not completed and the work not accepted, the loss of course will fall on the Contractors and not on the Telegraph Company. We sincerely sympathize with these enterprising gentlemen, and trust they will be able to devise some means for arranging the difficulty. We are decidedly of opinion (the statement in a Bytown paper to the contrary notwithstanding) that the Railway Directors have been hasty and severe, and think that on reflection they will themselves admit this.

11/02/1854 *Ottawa Citizen*

Brockville and Ottawa

BRÖCKVILLE AND OTTAWA RAILWAY.

We are given to understand that Robert Watson, Esq., paid Director of the Brockville and Ottawa Railroad Co., and R. Steele, Esq., Solicitor of said Company were in town last week during the sitting of the County Council. We are informed that Messrs Watson and Steele's ostensible reason for their present visit to Perth, was for the purpose of prevailing upon the Council to accept the contract between Messrs. Sykes and the Company -receiving a mortgage on the road to be built, - and last, though not least, the transfer of the Debentures from Quebec to the Agency of the Bank of Upper Canada in Brockville.

The County Council, before taking any action at all upon the matter, Decided by a large majority upon having all papers connected with the above Railroad submitted to Messrs. Daniel MacMartin and T. M. Radanhurst, for their legal opinion.

In our humble opinion, the Council in so doing have acted wisely. For ourselves, we confess that we do not understand the present proceedings at all. We have enquired of almost every individual whom we have met, what was the urgent necessity of the Debentures being transferred from Quebec to Brockville without being able to receive at all a satisfactory reply. We were always given to understand in fact, it was promulgated at each polling place, in each Township in the United Counties of Lanark and Renfrew, on the 15th July last, that not one sixpence of the money would be demanded until a sum double the amount demanded would have been expended upon the road - and this certified by the engineer.

They may say it was for the purpose of having the debentures near the scene of operations. We cannot see why they are not as safe in Quebec - We are of opinion that the Company have injured their prospects by this recent movement, and that in future all their actions will be viewed with suspicion, by a large portion of the inhabitants of these Counties. In fact, instead of inspiring confidence, all their actions hitherto have been the reverse. We may say that we have not a director amongst us. - Parties residing in these Counties had no opportunity to afford them of tendering for the grading [sic] of the road. In short every thing, has been done in Brockville by a few individuals. All the offices are held by Brockvillians. The contract for the supply of ties and sleepers has been given to a person who resides near Brockville some friend we suppose, of the above few individuals; the contract for the grading has been given to three individuals, two of whom are residents of Brockville; and finally, they were desirous of having the £200,000 debentures deposited in Brockville.

In making these remarks, we do so not with the view of opposing the road, as the contrary is the case; but because the way in which matters hitherto have been conducted does not meet with our approbation, and we are almost confident the majority of the people of these Counties have arrived at the same conclusion. Perth Standard.

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.

The Bytown Railway Times of Wednesday last publishes a correct statement of the facts involved in the removal of the Telegraph lately erected by the Canada Grand Trunk Telegraph Company on the Bytown and Prescott Railway, and gives the particulars as they appear in the official correspondence and proceedings on the subject.- Mr. Alexander Gibb in his Bytown Gazelle still, however, keeps up his old story, though he knows it is not true, if he can know anything, and appears determined to stick to it.

The various questions put by Mr. Gibb in his last publication, we will not notice further, for when the intention, as in his case it purely malicious and personal, a course of procedure altogether different is demanded. We will only draw attention to the two great facts of Mr. Gibb's case. The first is that, a " Mr. Dwight," told him all these things, and gave him a statement in writing to the same effect. The avidity with which this Mr. Dwight's falsehoods were seized upon and published by Mr. Gibb, without examination or question, although grievously libellous, and bearing the stamp of their falsity with them, in so apparent that only one conclusion can be arrived at, and the pertinacity with which the iniquity is adhered to, even when the wrong is clearly pointed out, only confirms that conclusion. It is plain that with Mr. Gibb the right or wrong, truth or falsity, of his statements are matters of only secondary impoitance ; and it is only necessary to have a " Mr. Dwight" to enable him to fabricate anything no matter what, if they only serve his purpose.

The other great fact referred to is that Mr. Bell owns some stock in the Bytown and Montreal Telegraph. That is always repeated as something unpardonable. We will only say in reply, that if it is to be regarded and treated as a criminal offence to subscribe and pay for stock in a local enterprise, it is only right that the fact should be known. We do not believe that tho people of this town, at least to any considerable extent, entertain sentiments of such a character ; but if Mr. Gibb's policy is to be carried out, it is very easy to understand that it is only folly to hope to see men risk money in any description of public works or improvements.

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 unprotected 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. --

Montreal and Bytown Railway. We perceive by the report of G. F. Cockburn, Esq. the Engineer of this road, that there is a strong leaning in favour of the route along the North Shore of the Ottawa from Grenville to the village of Hull, opposite Bytown. The road below Grenville will certainly be located, and has in fact already been commenced, on the North Shore, and it is yet undecided whether it will cross the river at a point four miles below Hawkesbury or not. The bridge here would require to be 2000 feet long, and a swing bridge would be necessary across the Grenville Canal and another at Bytown, should the road be extended to the Upper Town to connect with the Bytown and Arnprior road.

The total length of the South Shore including a branch of 4½ miles at Grenville, would be 122 miles.

On the North Shore the length would be 118½ miles, with 4500 feet of bridging. It would cross into Bytown probably at the Chaudiere Falls.

--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 is to be pushed forward until the track of the whole line is completed, which will probably be in August. The guage [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 Ogdensburgh, 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.

Also in the Montreal Gazette of 3 June 1854

(From the Prescott Telegraph).
The Shanly Testimonial.

On Friday evening 29th instant, the engineer and contractors of the Bytown and Prescott Railway met at Gilman's hotel, for the purpose of presenting to Walter Shanly, Esquire the late chief engineer of the road, several pieces of plate as a testimonial of their esteem for him. The present consisted of a silver pitcher and four goblets. They were manufactured in New York, and are of very graceful and beautiful patterns. The surface of the pitcher and goblets is smooth, with chasing, showing a delicate vine entwined around them. In form they are the same, but each vine is of a different kind. The pitcher bears the following inscription :

Presented

By the Engineers and Contractors
of the

Bytown and Prescott Railway,

To

Walter Shanly

Late Chief Engineer.

February, 1854.

The goblets have upon them, simply the name "Walter Shanly." The testimonial was prepared and intended to be presented in February last but was unavoidably postponed. This accounted for the date above quoted not agreeing with the date of presentation.

Mr. Sims the present Chief Engineer, presented the plate on behalf of the governors, with a short address. He said that he had been deputed to present these pieces of plate on behalf of the Engineers and Contractors, as a mark of the esteem for Mr. Shanly as a man, and their adoration for him as an Engineer. He hoped that Mr. Shanly would receive the present in the spirit which it was presented.

Mr. Shanly in reply said that this testimonial was entirely unexpected. He was not aware that he had done anything that would warrant his expecting such a thing. The Bytown and Prescott was the first railroad he had been connected with in Canada, and it was natural to suppose that he should wish it an early completion and a prosperous business. This he did - it had his very best wishes. During the time he was connected with the road he could have effected but little unless he had had the cooperation of the other Engineers and of the Contractors. But never did Engineer receive such general and efficient support and help as he received. The road had seen some hard times which would under other circumstances leave anything but pleasant pictures upon his memory, but this night's proceedings would obviate them, and lighten up the whole period he was chief engineer of the work. In conclusion he respectfully thanked them for the honor they had done him.

The ceremony was performed in the presence of the following gentlemen: Mr. Patrick, M.P.P., Dr. Jessup, and Mr. John Moran, three of the Directors of the Company. Messrs. Edwin Jones, John R. McLean, Michael J. Anderson, and John S. Gilman. Messrs. Alfred W. Sims, Quiney D. Wicks, Henry A. Sims, Samuel Stuart, and John McKeever, members of the Engineers department. Messrs. B.G. French, Uri Winchester, William Ferguson, Thomas S. Fraser, and James O'Malley, Contractors.

After the presentation had been made, the Company partook of a supper which had been prepared at Mr. Gilman's establishment. Mr. Gilman had gone to considerable trouble to procure many of the delicacies of the season, and succeeding in providing a most excellent supper, one which did him great credit.

After the principal dishes had been removed, the first toast was announced to be to the Health of the Queen and success against her enemies. Drank standing, with all the honors.

After this the national anthem "God Save the Queen," was sung.

Mr. Patrick then gave in behalf of the Directors as the second toast.

The health of Mr. Shanly, our late chief engineer. Which was drank standing, with all the honors. Mr. Shanly in reply, briefly thanked the company for the honor the [sic] had done him. - the next toast was

The Health of the Directors. To which Mr Patrick replied, and thanked the Company in the name of his fellow Directors.

The health of Mr. Bell the Company's Secretary. Was next given, to which Mr Winchester replied for Mr. Bell.

At the request of several, Mr. Idler sang a very amusing Irish song.

Health and success to the Contractors. Was the next sentiment introduced, which Mr. French responded. Mr. Fox gave.

The Healths of the Chief Engineer, Engineers and Contractors of the Toronto and Sarnia Railway. Which was drank standing and to which Mr Shanly replied.

The corporation of Prescott. Responded to briefly by his worship the Mayor. Mr. French gave

The present chief engineer. To which Mr .Sims replied, giving

The Resident Engineer and the Assistants. - to which Mr. Wicks responded briefly.

The Health of Mr. Gilman, our Host, long life to him. To which Mr Gilman replied, giving.

The Health of Judge Brown of Ogdensburg. Mr. Sims thanked the company on behalf of his countrymen.

The Ladies - God bless them. This sentiment was received with enthusiasm, and responded to by Mr. Edwin Jones.

The members of the Bar present. Thanks for this were returned by Mr. McLean.

"The Contractors of the Brockville and Ottawa Railway, we wish them good prices and easy digging." Responded to by Mr Fraser.

The company soon after broke up.

Railroads to Bytown. We have been informed that the Bytown and Arnprior Road, and the Road from Bytown to Montreal via Vaudreuil, are now being located, while the Montreal and Bytown Road on the north shore of the Ottawa is in active progress. The cars on a portion of this latter Road, between Grenville and Carrillon, will be running this summer.

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.

Our Prescott neighbors are in high feathers their Railroad is nearly completed and they feel themselves just stepping upon the threshold of " the good time coming." The Prescott and Bytown Road will inaugurate a new era of life, energy, and prosperity, to which they have long been strangers. We give them joy on the occasion, and declare that we never listened to more agreeable music than last week, when the whistle of the first locomotive broke upon the tympanum of our ears, and its echoes were lost in the forest that stretches away to the Ottawa's tide. .V. Lawrence Republican.

10/06/1854 *Ottawa Citizen*

Vaudreuil and Bytown

Vaudreuil and Bytown Railway. A meeting of the Directors of this Company was held lately, when the map and sections of the preliminary survey conducted last winter, together with reports and estimates from the Engineer in Chief, Alexander .M. Ross, Esq., were laid before the directors. We learn that the whole question of the location was entered into, and it was determined to commence the line from the Grand Trunk Railway at Vaudreuil, passing through Rigaud, by the Rear of Pointe Fortune to Hawkesbury, thence running to L'Orignal, passing south of Caledonia Spring to Wakefield, and thence running through the centre of the Towmhip Plantagenet, Clarence, Cumberland, and Gloucester, on to Bytown. Order were given for the location immediately to be commenced and resolution were passed, setting forth the sundry amendments, which it was desirable to obtain to the charter. The meeting was unanimous in its view. Herald.

10/06/1854 *Ottawa Citizen*

Ottawa and Prescott

Our long-winded, anti-progressive, stick-in-the-mud contemporary has this week disgorged himself of another column, in which an exceedingly feeble attempt is made to defend the course he has pursued toward the Bytown and Prescott Railway, on the grounds that his attacks originated in the inquisitiveness of his disposition! He has long been tormented with a desire of being made fully acquainted with the private affairs of the Company, and the wicked Directors, it appears, have not thought it proper to take him into their special confidence. In doing so, he may rest assured that they have consulted the interest of the public, as well as their own. The officers of the Railway are all interested by the strongest ties in its speedy completion and success. They have all more or less money invested in it, while their editorial detractor has not one brass farthing. If it should prove a failure, they will lose largely ; and if their exertions should be successful, the public will reap the benefit. Their connection with the road is such, that they do not require the supervision or direction of our contemporary in order to urge them on to the performance of their duty. Although they have encountered great difficulties, yet at no time have they been reduced to the necessity of seeking his advice and counsel for the purpose of extricating themselves. It is probably for this reason that they have not yet laid the private affairs of the company before him. If at any time hereafter they should find themselves completely non-plused, perhaps they will send for him. At present everything is going on famously ; and his valuable assistance not required. He may therefore, safely allow his mental agony to be calmed down. Neither the progress of the work, nor the good understanding which prevails amongst its projectors, nor the public good, can just now gain much from the aid of such mischief-making journal as that conducted by our contemporary.

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 of 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.

01/07/1854 *Ottawa Citizen*

Ottawa and Prescott

As was previously announced, on Wednesday the 21st instant, the Iron Horse was put in harness and ran over a portion of the course upon the Bytown and Prescott Railway. The track having been laid down from Prescott to Spencerville, a distance of a little more than ten miles, a party of the Sons of Temperance, numbering over 150, engaged a train to convey them as far as the latter place, where a soiree was held. The day was fine, and the trip was effected in perfect safety, the conductors deeming it advisable to proceed with great caution. On arriving at Spencerville a procession was formed which marched through the village headed by the Port Elgin Brass Band and displaying the banners belonging to the sons of Kemptville, Prescott, Augusta, illegible, Port Elgin, Spencerville, and the Prescott Cadets. In a shady grove on the property of David Spencer, Esq., refreshment tables were laid out, amply spread with good things. Here, after supplying the inner man, subsequent addresses were delivered by A.B. Pardee Esq. of North Augusta, I.B. James Esq., of Ogdensburgh, the Reverend Mr. Armstrong and Thos. Maley Esq. of Kemptville, while the Band discoursed sweet sounds -. Shortly after four the party again embarked and their Iron Steed soon trundled them back into Prescott. There were no accidents and all enjoyed themselves immensely. The Road worked to admiration - an immense crowd was assembled at Spencerville of farmers and their families ; and, altogether illegible was a glorious and good one. Such a one as the greatness of the occasion deserved, - and conducted, too on cold water principles -- indicating that the Bytown on Prescott Railway has become a great sober useful fact: and such may it ever continue until illegible no longer needed in the world. The laying down of the track is proceeding illegible and has already been carried on and past Spencerville, and by the middle of this month it is confidentially expected the cars will be running to Kemptville.

01/07/1854 *Ottawa Citizen*

Montreal and Bytown

Bytown and Montreal. Railway. We are rejoiced to learn that the work on the part of the line between Grenville and Carillon, in progressing most favourably. We learn that the greater part of the grading, culvert work, and bridging, is completed ; and that it will be ready for the liies and rail in about four weeks, and xviii probably be completeil by August. The work on this end of the route, will be commenced in a few days. Montreal Gazette

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.

A contract has been executed between the Bytown and Prescott and Ogdensburgh Railroad Companies for a ferry across the St. Lawrence river, which secures an efficient connection of the two roads at Ogdensbug. The ferry boat is to be provided and run by the Bytown and Prescott Company, and is to be of sufficient size to carry loaded cars.

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

The Iron Mines of the Ottawa. A gentleman from Pittsburgh, Mr. Forsyth, who is largely engaged in the manufacture of iron, has purchased the valuable bed of ore in the Township of Hull, about five miles from this town. It is his intention to take out the ore and convey it to Pittsburgh, in the State of Ohio, where it is to be mixed with other kinds and smelted. This bed is over 60 feet in width; and it is calculated that three millions of tons of pure iron can be obtained from it without any extraordinary mining works being constructed. The vast impetus given to the iron trade within the last few years by the large demand for Railway purposes, has brought into repute a great many deposits which previously had remained unnoticed or considered of little value. The sudden and great extension of the railway system in this Province, will, it is to be hoped, create a manufacturing business out of our own ores, in our own country, and by our own labour. The millions which we pay to the workmen of other countries will then be paid to those of Canada. It is said that iron cannot be made with profit in Canada, but with the present high prices, and the certainty of a great demand hereafter; we think the experiment might be made without much danger.

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 mean time a large party of miners have arrived and commenced operations.

06/08/1854 *Ottawa Citizen*

Ottawa and 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.

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.

12/08/1854 *Ottawa Citizen*

Ottawa and Prescott

Bytown August 10.

Sir, - Yesterday morning dawned upon us a large 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 times more pungent, attended the Prince Albert steamer, which disgorged its load at 3½ a.m. on the Basin wharf, where each took himself to his own domicile, highly pleased at the day's doings, with only one object to mar his happiness, to wit, that on the morrow he had to go back to business again.

BULLFROG

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. Ellerbech, opened the meeting with beautiful and appropriate remarks, after which, Mr. David Fields of Ogdensburgh, read a sound, and able, well written temperance address - a copy we understand, was requested by the committee, for publication - Mr. Fields was followed by the Rev. Mr. Brewster, at some length, who in turn was followed by N.H. Lytle of Ogdensburgh and Rev. Mr. Smart of Brockville, in short addresses. The speaking was interspersed by music from the Kemptville Band.

"At two o'clock the multitude adjourned to the dinner grove and partook of the repast which had been most bountifully prepared by the good people of Kemptville, after which the time was spent in general congratulations and social conversation. It is estimated by good judges that not less than 4000 strangers visited Kemptville, on this occasion and many more would have been present could they have secured passage on the cars.

"The return train from Prescott arrived out at 3½ p.m. when we made preparations for our return home, having seen but one God's images, during the entire day, who bore the mark of the beast on his countenance. On our return trip we were not loaded so compact as on the outward passage and were afforded an opportunity of viewing the country and the construction of the railway.

"The country along the finished portion of the road, is much of it low and swampy or uncultivated land. The road is well built, remarkably straight and even and much of the distance lies on solid rock. Its construction is nearly perfect, a fact every passenger will be willing to concede after a ride over it. The management is under the superintendence of Mr. Hough, who we noticed upon the train during the whole of the excursion, with a watchful eye to the safety of the passengers. Mr. E. Whitney, formerly postmaster of Ogdensburgh, is the regular passenger Conductor on the finished portion of the railway, and had charge of the excursion train on this occasion. Mr. Whitney is a modest unassuming gentlemanly conductor whom the Company will doubtless retain as long as it is in their power to do so. Nearly three, miles from Prescott the road is crossed by the Grand Trunk Railway. The crossing is made by bridging, obviating the possibility of collision. The Grand Trunk Road is built by English capital, and in English style, wide guage [sic] and will cost too much money ever to be a paying concern. It does not touch the river at Prescott, the builders being fearful that some of its trade might be diverted by the Ogdensburgh Roads. The same policy would successfully "run into the ground" all the paying roads ever built."

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**Ottawa and Prescott*

After Saturday 6th instant [sic], 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 mad 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.

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

Ann Sissons not shown in advertisement.

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 the 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.

28/10/1854 *Ottawa Citizen* *Montreal and Bytown*

Opening of the Grenville and Carrillon Railway
On Wednesday last that portion of the Montreal and Bytown Railway between Grenville and Carrillon was opened. It was the intention of the Contractors, Messrs. Sykes, DeBergue & Co., to have had a demonstration usual on such occasions, but the disastrous intelligence of the loss of Mr. James Sykes, the senior partner of the Firm in the ill-fated Arctic, of course prevented such rejoicing.
As no charge was made an immense number of the inhabitants of the neighbourhood, and others, availed themselves of the opportunity of riding over the road, and we are happy to state that no accident occurred to mar their pleasure.
We may congratulate those whose business or pleasure causes them to travel on the Ottawa upon the successful completion of this long-desired improvement ; and now that the Bytown and Prescott Railway is on the eve of being a reality, the Ottawa and the magnificent scenery of Bytown, will claim and receive a share of the up travel of the St. Lawrence, and the enterprising inhabitants of the place will need to take immediate steps to extend the Hotel accommodation, which has now become an absolute necessity.

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

Another locomotive, called the Bytown, was last week placed on the track of the Bytown and Prescott Railway, making; four locomotives now on the road. Quite a smart business is already doing, notwithstanding the fact of the line being incomplete. A good deal of work has been done at the depot at this place, in the way of tilling up, &c. The frame work of a large freight house is now being put up, and the various requisites for the business of the road are under way. Prescott Telegraph.

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

We copy the following favourable notice of the Bytown and Prescott Railway From the Prescott Telegraph of 1st inst. It must be observed that the gentlemen who have thus given their opinion upon the Road and its equipment are men of superior intelligence, and from the western part of Canada, where Railways always in operation. They are, therefore, perfectly competent to pass judgment upon the matter. Let us hope that our iron pathway may long continue to deserve such compliments:-

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 Bytown 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, Esq., 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.

H.R. O'Reilly, Chairman

H.W. Jackson, Sec'y.

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

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.

The Vaudreuil and Bytown Railway

A meeting of the shareholders of this Road was held yesterday afternoon, pursuant to the notice when the following gentlemen were again elected Directors :- James Hodges, W.C. Spider, J.B.Mongannais, Henrie Cartier, Wm. Betts, James Reekie, J.F. Rowan, George Eale. Esqrs. Mr. Hodges, was elected President.

After the election, the Directors received the report of the Engineer in Chief, A.M. Ross Esq., who submitted maps and sections of the definite location. He reported that the sections fully bore out the grades, and the amount of work estimated on the preliminary survey. Further, he stated that one third of the land on the most important part of the road had been secured.

The location was approved by the Directors, and it was resolved to proceed with the work and as the necessary powers had been obtained. And an immediate call of ten shillings per share was ordered -Montreal Herald.

A Visit to Bytown

A gentleman connected with the, Kingston Commercial Advertiserr, who visited Bytown during the late Temperance Demonstration, writes as follows to that Journal:-

"One word only in justice to the officials in charge of the Bytown and Prescott Railroad. Indeed we cannot find words strong enough to express the sense, which the visitors to Bytown on this occasion, have of the attention bestowed upon them by the gentlemanly conductor of the train and of all the other railroad employees. All arrangements announced in the programme were carried out punctually, and with a regard to the safety and comfort of the passengers, more than is usually the case on Railroads. Under such able management, and with the rapidly growing country which it opens up to look forward to, there can be little doubt that the Prescott and Bytown will prove one of the best paying Railroads in the country, when it is finished."

We will take a future occasion to sketch the flourishing City of Bytown, which our reporter states has made more rapid progress since he last visited it, than most places in Canada. If this be the case now, what may " the forest city" not look to be, when the unlimited wealth of the Ottawa country becomes developed. Indeed we do not flatter the Bytonians when we express our belief that the favorite encamping ground of Captain By, will yet be one of the noblest cities in Canada. - Advertiser.

First Goods by Bytovrn and Prescott Railway to Bytown.

Novr. 10 -. E. McGillivray, 164 boxes Twankay and Young Hyson Tea, 10 casks Sugar-bouse Syrup, 12 cases Portland Molasses, 12 cases and bales of Merchandize. [sic]

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

We are indebted to R. Gough Esq., Superintendent of the Bytown and Prescott Railway, for a copy of the following important document. Our merchantile readers will peruse it with interest. We may suggest that a meeting should be held for the purpose of furnishing the Boston Board of Trade with the required information.

Boston, October 9 1854.

At a meeting of the Government of Boston Board of Trade, held at the office of the Secretary in the Merchants Exchange on the 25th of August last, the undersigned were appointed a committee to report upon the best measures to be recommended by the Board for the promotion of trade and commercial intercourse between the Canadas, the other British North American provinces, and to Boston.

The committee are sensible of the great importance of the subject as affecting the commercial interests of this City, especially in view of the recent Reciprocity Treaty and are desirous of becoming more thoroughly acquainted than they now are, with the various manufacturers, productions, resources and principal articles of consumption in the Province.

They are induced, therefore to address this Circular to the Merchants, Agriculturalists, and Men of Business resident there, for the purpose of opening friendly communications, and asking from them such reliable statistics and general information on the subjects as they may be pleased to give - expressing at the same time their own willingness to give any desired information relating to the trade and commerce of Boston, and to render any aid in their power which may be deemed advisable to facilitate and increase commercial intercourse between the two countries.

Boston offers, in the opinion of the Committee, to the trade of the Provinces, equal if not superior advantages to any other Atlantic city. It is not their design to set forth these advantages at length in this Circular.

They beg leave, however, to remark that Boston not only possesses one of the safest and most commodious harbors, but that it is the commercial center of the most densely populated and most extensive manufacturing district in this country. The Provinces will, therefore, be likely to find in New England the consumers for their productions, and a better market than in Europe or any other part of America.

In this city are the termini of more Railways than in any other in the world. These Railways extend in many directions to the Provinces, making intercourse easy and convenient between them and Boston, and they present remarkable facilities in all so connected that merchandise can be discharged from the largest ship at the wharf into railway cars and delivered in the same cars in Canada, while produce can be brought from Canada in the same way to the wharf and immediately placed on board ship for any country from which it may be destined.

These facilities have been already appreciated, as may be readily seen from the great increase in Canadian business since 1848.

Value of Merchandise transported in Bond to the Canadas from the District of Boston and Charlestown, for the year ending

September 30, 1848	\$28,420
September 30, 1849	24,729
September 30, 1850	108,967
September 30, 1851	532,700
September 30, 1852	1,709,953
September 30, 1853	4,338,548
September 30, 1854	5,304,220

Value of Canadian Products transported in Bond to this District.

For the year ending:

December 31, 1850	\$62,844
December 31, 1851	119,511
December 31, 1852	365,149
December 31, 1853	604,035

1st, 2nd and 3rd quarters of 1854 615,227

To the highly commendable enterprise of the inhabitants of that part of the Canadas situated between the St. Lawrence and Ottawa Rivers the public are indebted for the construction of a Railway, which continues the previously existing line to Ogdensburg, to the center of trade of the great Ottawa Valley, comprising, it is said, one-fifth of the trade of all the Canadas.

The opening of this new avenue of communication will enable shipments from Europe to be made by way of Boston, into the interior of Canada during all seasons of the year, and the inhabitants of this region of country cannot fail to derive large and ever increasing benefit by the opening to them of the markets of New England and the trade of Boston.

Communications may be addressed to the Secretary of the Board, No. 3 Merchants Exchange Boston.

Committee. - GEO. C. RICHARDSON, ENOCH TRAIN, SAMUEL T. DANA, CHARLES H. MILLS, C. O. WHITMORE.

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.

02/12/1854 *Ottawa Citizen**Montreal and Bytown*

Montreal and Bytown Railway

Notice is hereby given that trains will run daily between Carrillon and Grenville on the arrival of the Mail Boats from Montreal and Bytown respectively for the conveyance of passengers and goods

Alexander Sclater, Traffic Manager

Carrillon, Novr 1st. 1854

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

Arrangements have been made by Mr. Wicksteed, P. O. Surveyor, with the Bytown and Prescott Railway company, for the carriage of the mail between Bytown and Prescott, and will go into operation in a few days. It is intended to have the mails leave Bytown in the morning about six o'clock and arrive at Prescott at nine, or about that hour. The mail for Montreal will then be sent across the St. Lawrence River at Ogdensburg, and then by Railway without detention, to Montreal, and arrive there the same evening. The mail leaving Montreal in the morning will reach Bytown the evening of the same day. The western mail downwards, will leave Kingston in the morning, and reach Prescott in time to come forward to Bytown by the Bytown and Prescott Railway the same evening. Already the arrangements with the Ogdensburg railroad has gone into operation, and the mails between Montreal and Upper Canada pass that way. Mr. Wicksteed has spared no exertions to make the postal arrangements as complete and satisfactory as possible.

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.

R. Hough, Superintendent

14th 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.