

# Local Railway Items from Area Papers - 1855

*03/01/1855 Prescott Telegraph Ottawa and Prescott*

Bytown and Prescott Railway

On Wednesday the 10th instant an excursion train will run from Prescott to the city of Ottawa, leaving Prescott at 10 o'clock A.M. and will arrive at Ottawa at 1 P.M. Passengers can leave Ottawa for Prescott at 5 P.M. same day or 6 o'clock next morning returning.

The fares will be two dollars payable on passing over the first time when tickets will be given for return free of further charge.

R. Hough, Secretary, Ottawa 2 January 1855.

*13/01/1855 Ottawa Citizen Ottawa and Prescott*

BYTOWN & PRESCOTT RAILROAD

Ottawa, Montreal and Quebec through mail route!

WINTER ARRANGEMENT

On and after Monday, 1st January 1855, the mail and passenger trains will run as follows, viz:

LEAVE OTTAWA CITY

At 6, am, Railway Time (5.30 Ottawa Time) - stopping at GLOUCESTER, OSGOODE, KEMPTVILLE, OXFORD and SPENCER'S, and arrive at PRESCOTT at 9 a.m., in time to connect with the Ogdensburgh Railroad train going East.

LEAVE PRESCOTT

At 5.30, P.M.. (Railway Time,) or on the arrival of the Train on the Ogdensburgh Railroad, stopping at way stations above mentioned, and arrive at Ottawa at 8.30, P.M..

PASSENGERS for MONTREAL, BOSTON, and NEW-YORK can proceed by Ogdensburgh Railroad, arriving in Montreal the SAME EVENING or Boston and New York the day following.

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

B. & P. Railway Office,

Ottawa City, 1st January, 1855.

*20/01/1855 Ottawa Citizen Ottawa and Prescott*

R. Hough Esq. the Superintendent of the Bytown and Prescott Railway, having given notice that on the 10th instant, an excursion train would run from Prescott to Ottawa leaving Prescott at 10 a.m. on that day, a number of our citizens, a number of whom had never visited Bytown, determined to avail themselves of this opportunity of taking a ride over this new and important road and paying their Bytown neighbors a flying visit, and witnessing for themselves the beautiful and majestic scenery with which this new "City of Ottawa" is surrounded.

The day was cold but pleasant, the crossing over the St. Lawrence bad, inasmuch that but two or three small boat loads succeeded in getting over in time for the train. We happened to be among the lucky number, and found on our arrival at the depot a goodly number of our Prescott friends ready to accompany us.

The train started at the appointed hour and after a pleasant ride of about two hours and a half we were safely landed in the City of Ottawa. Bytown was nowhere to be found. On arriving at the British Hotel kept by MacArthur, we found good fires, attentive servants and last, though not least, an excellent dinner embracing all the delicacies of the season, to which our party did ample justice. After the removal of the cloth, several impromptu toasts were drank and appropriately responded to.

On leaving the table we were agreeably surprised to find a sufficient number of teams in waiting at the door from the livery stable of Luke Dubois which had been ordered by that prince of good fellows John S. Gillman Esq. of Prescott to carry our party over the city. We passed the balance of the afternoon and evening in viewing the Suspension Bridge, the Chaudiere Falls and other objects for which this city is noted. During our drive we made brief calls at the residences of several of the prominent citizens and partook of their whole-souled, old fashioned hospitality, among whom we must not forget our friend Lyon, proprietor of "Lyon's Hotel" near the Suspension Bridge where, in addition to a hearty welcome, we were entertained with an impromptu dance, which in its ease and naturalness, carried us back to the days when social enjoyment had not given way to stiff formalities and buckram etiquette.

Where much joy meets one on every side, time goes by on no lagging wing - and before we were aware of the fact, night had settled down upon the city.

At six o'clock in the morning, as many of the party as could shake off the agreeable appliances of Morpheus, arose and departed for their homes, where they arrived in safety, after another pleasant ride over this new railway, which connects the city of Ottawa with Prescott and Ogdensburgh "and the rest of mankind". If the impressions we received while on this excursion were real, the city of Ottawa with the facilities now owned up by the Bytown and Prescott Railway, with its unequalled and sublime scenery, is destined, ere long, to become one of the greatest resorts of pleasure seeking travel on this continent.

Of this Bytown and Prescott Railway per se, and of the unequalled telegraph line now building, and which is nearly completed between Prescott and Ottawa, extending along the line of railway, by the Montreal, Prescott and Ottawa Company, we design hereafter to speak, as also of their purpose of putting down an English sub-marine cable between Prescott and Ogdensburgh. It is, we understand, the intention of this Company to put up two wires between Ottawa and Prescott, the posts for which are already set, are of uniform size and straight, and are put three feet in the ground, as all telegraphic posts should be. Messrs. Dodge, Dickinson & Co. are the contractors. Ogdensburgh Republican.

*27/01/1855 Ottawa Citizen Ottawa and Prescott*

OTTAWA AND PRESCOTT TELEGRAPH

This line is now in course of being rapidly constructed, and is in fact nearly completed.- The wire will extend from the city of Ottawa to Prescott, and thence by submarine cable through the St. Lawrence to Ogdensburgh, where it will connect with all the lines in the States, through the wires terminating at the latter place. There are to be two wires between Ottawa and Prescott, where the posts now being put up are of the best description, and are inserted between five and six feet in the ground, so that they cannot be blown down. This line will be in the greatest benefit to Ottawa, and not only on account of the certainty that will exist of there being no delay at any time in the transmission of despatches, but also in its cheapness.

For instance, the Tariff at present to Prescott is 2s 3d, by the new line it will be 1s 3d; to Ogdensburgh it is 2s 6d, it will be 1s 6d; to Kemptville is now 3s, it will be 1s. The reduction on all communications to Boston, New York, or any other eastern or southern locality will be of like importance. This will be of great advantage. The beauty of telegraphing is complete when a man can send his communication at any instant of time he wants to do so, Where lines are so imperfectly constructed that every storm will cause a delay of several hours, and even two or three days, the inconvenience and loss of time to men of business can scarcely be estimated. Five hours delay may ruin a merchant, and in the same time, the sale of a raft at Quebec may be lost, at the cost of several hundred pounds out of the pockets of the owners. The business of the Ottawa cannot be transacted without a superior telegraph line such as that now in course of being constructed. The work is in the hands of Messrs. Dodge, Dickinson & Co. men who understand their business to the very bottom of it, and we trust they will be ably supported.

Below is an article from the March 17, 1855, Ottawa Citizen reprinted in the Montreal Herald of March 29

A special and general meeting of Shareholders of the Bytown and Prescott Railway Company was held at the office of the Company in this city on Thursday last, the 15th instant, for the purpose of approving or disapproving the proposal to lease the Railway, and for the election of Directors. The meeting was well attended by the Shareholders holding considerable amounts of stock, and between sixty thousand and seventy thousand pounds paid up stock represented. The Memorandum of Agreement to lease the Railway entered into by the Board of Directors, subject to the approval of the Shareholders, was read, and after considerable discussion and explanation, a resolution approving thereof was carried unanimously.

The terms of this Lease, which is now "approved" by the highest authority of the Company, and is therefore concluded, are such that, when carried out it can scarcely fail to secure sound and highly beneficial results. For the first and second years the Company is to receive sixteen thousand six hundred pounds each year. - This sum is made up of four items:-

First - The interest of the first Mortgage Bonds, £100,000 sterling, at 6 per cent. per annum - which amounts to £7,300 per annum, currency.

Second - Interest at 6 per cent. and sinking fund, 2 per cent. per annum, on the second Mortgage, to secure the Municipalities of Bytown and Prescott in £75,000 - amounting to £6,000 per annum.

Third - Interest at 6 per cent. and sinking fund of 2 per cent. per annum on £35,000, to secure provisions for that amount in case it be required to complete the works, and for all contingencies that may occur - £2,800 per annum.

Fourth - The defraying the expenses of the Board of Directors and Executive of the Company, £500 per annum.

The third year there is to be paid the amount paid the preceding year, and in addition thereto 2 per cent. on £40,000 Preferential Stock. Of the Stock £25,000 is already issued in payment of Cars and Engines, and the remainder is to be applied to pay for the Vessel and Works being prepared for the Company's St. Lawrence Steam Ferry at Prescott, and on several other smaller demands.

The fourth year same as second year, and 4 per cent on the Preferential on Preferential Stock. The fifth year - ditto - and 6 per cent on Preferential Stock.

The sixth year same as fifth year, and 2 per cent on £45,000 old stock. Some five to seven thousand pounds of this amount of old stock now remains in the hands of the Company, owing to default in payments on Stock subscriptions.

The seventh year same as fifth year, and 4 per cent on said amount of old stock.

The eighth year same as fifth year, and 6 per cent on said amount of old stock.

Each subsequent year to end of Lease same as eighth year.

The Lease to take effect and commence on the first day of July next, and end on the 1st day of July, 1870 - making a period or term of fifteen years.

The several yearly amounts are as follows: -

1st year, ending 1st July, 1856,	£16,600
2nd " " " 1857,	£16,600
3rd " " " 1858,	£17,400
4th " " " 1858,	£18,200
5th " " " 1860,	£19,000
6th " " " 1861,	£19,900
7th " " " 1862,	£20,806
8th " " " 1863,	£21,700

And, as stated,

each subsequent year, - - £21,700

The policy adopted in this transaction is altogether different from the ordinary Railroad policy, which aims to pay immediate dividends on Stock, and let the future provide for the consequences. In this case the Shareholders. aim to secure the privation of floating debt and the extinction of the funded debt; and although they forego immediate receipts, yet the sinking fund is really so much added to the value of the Stock. The Stock is purely local and will never be seen in a Stock-market. The parties engaging in the Lease are perfectly responsible, and beyond all question possess the ability to carry out the engagements satisfactorily.

Immediately after the special meeting, at the same time and place, a General Meeting of Shareholders was held, and the following gentlemen were appointed Directors, viz: — John Mackinnon, Alfred Hooker, the Honorable Hemmet Pinhey, Daniel McLachlin, John Egan M.P.P., William Patrick M.P.P., A. Jones, John Moran, N. Sparks, Joseph Bower, Samuel Christie, David Spencer, and Joseph Aumond.

For Auditors - D. M. Grant, E. McGillivray, and Robert Farley.

In the course of the discussion on the subject of election of Directors, it was remarked that some of the directors gave themselves no trouble to aid in carrying through the undertaking, while the other Directors and the Officers of the company had been obliged to use every possible exertion, and it was hoped that all who accepted the trust would hereafter take share in the responsibilities and duties devolving upon them. — The utmost unanimity prevailed, and some allusions to the results already accomplished with the slender means set out with, and the management and exertions of the Company's Officers and some of the Directors, drew forth repeated cheers.

*20/04/1855 The Tribune, Ottawa*

*Ottawa and Prescott*

*Rideau River bridge*

The railroad bridge over the Rideau has been damaged by the ice.

*26/04/1855 Brockville Recorder*

*Ottawa and Prescott*

*Rideau River bridge*

The railway bridge over the river at the east end of the city is now in a condition to allow the trains to pass over it. The "St. Lawrence," one of the Company's heaviest locomotives, passed over it several times yesterday. The work is firm and secure. The passengers by the mail train this evening will be landed in the city, near Carleton street, and hereafter, passengers will not have to pass over the Rideau to get to and from the cars. Citizen.

*28/04/1855 Ottawa Citizen*

*Ottawa and Prescott*

*Rideau River*

On Thursday, the 19th last, an extraordinary "shove" of ice on the Rideau moved two of the piers of the railway bridge of this city, so as to render crossing with the train impracticable. The next day, the inhabitants of the Town turned out and succeeded in passing the ice so as to relieve the bridge from further damage. A strong force of men was put on and by means of tackle, jack-screws and other contrivances the piers have been drawn back to their place. All further damage from the ice has disappeared for this year. The piers moved are only temporary structures erected for the purpose of passing the trains and to serve as scaffolding for the erection of the permanent iron bridge. The zeal displayed by our citizens in protecting the works is highly creditable - heavily loaded freight cars passed over last evening and the regular mail train will come late the city this evening.

*11/05/1855 Ottawa Tribune*

*Brockville and Ottawa*

Brockville and Ottawa Road. We understand Mr. De Bergue has arrived in Canada, prepared to push forward the works of the late company vigorously.

*14/07/1855 Brockville Recorder*

*Kingston (CN)*

*Brockville*

A locomotive and ballast cars reached Brockville over the Grand Trunk Railway to open rail communications with Montreal.

*11/09/1855 The Tribune, Ottawa*

*Ottawa and Prescott*

Editorial comment on Ottawa and Prescott.

*21/09/1855 The Tribune, Ottawa Ottawa and Prescott*

Further editorial comment. Who goes free, many deadheads.

*31/10/1855 Prescott Telegraph Ottawa and Prescott*

During the snowstorm on Thursday last, one of the locomotives of the Bytown and Prescott Railway ran over and killed three head of cattle belonging to Mr. Michael Welsh of the Township of Edwardsburg. Mr. Welsh, we understand, has had six head of cattle killed upon the railway within the last few months.

*09/11/1855 The Tribune, Ottawa Kingston (CN) Brockville*

Grand Trunk Railway. We understand that this railway will be opened for traffic to Brockville on 19th inst. The inhabitants of this city will then be able to reach Montreal in a few hours.

*24/11/1855 Conservative Messenger, Pr Ottawa and Prescott Spencerville*

We regret to learn that a son of Mr. Patrick O'Keefe, of Edwardsburg, was seriously injured on Thursday evening last, near Spencerville. While the cars were running at the rate of 25 miles an hour, he foolishly jumped from the platform of the cars. The conductor stopped the train immediately and went back, and his friends carried him off, - when last heard from he was not expected to live. It appears he asked the brakeman at Spencerville, if he could get on the cars and ride two miles and then jump off. He was told that he could not, and was not seen by the brakeman after that until the accident happened. No blame is attached to any person on the train.

*30/11/1855 Perth Courier Kingston (CN)*

On Saturday 17th last, the Grand Trunk Railway was opened from Montreal to Brockville. We clip from the Prescott Telegraph the following brief account of the proceedings on the occasion.

"On Saturday last a party numbering about 100 consisting of Directors of the Company, the Mayor and Corporation of Montreal, and leading gentlemen of the City, made an excursion over the Grand Trunk Railway to Brockville. The party was increased at Cornwall and Prescott making probably 250 in all. The train, consisting of seven passenger carriages, arrived at twenty-five minutes to 2 P.M. Time of running from Prescott to Brockville, 25 minutes. A large number of inhabitants of Brockville turned out to receive them. An address from the Corporation, congratulating the Directors on the success which has thus far attended their efforts, and welcoming them to the town, was presented (in a room in Flint's building, under Metropolitan Hall) to Benjamin Holmes, Esq., Vice-President of the Company, and read in presence of the Directors and others, by the Mayor, John Crawford, Esq. Mr. Holmes briefly replied, thanking them for their courtesy and attention, which was in ?? with the conduct of a certain class who have thrown every obstacle in the Director's way, and pointing out the immense advantages which would flow to the country from connection by rail which had now been effected.

"The company then proceeded to Metropolitan Hall where a splendid dinner was served by Mr. Willson, (whose skill and taste in this line cannot be excelled) to which ample justice was accorded. The usual toasts were drunk and some capital responses were made. At ten minutes after four the company left Brockville on their return home.

"All parties speak in high terms of the superior qualities of the Grand Trunk Road. The track appears firm and substantial; the cars passing over it smoothly and with very little motion. The passenger cars are ample, strongly built, neatly finished, but without much gaudiness, having each a stove, which makes them very comfortable. Thus another important link, (of 125 miles) of the Grand Trunk Railway of Canada is completed, and the iron horse will now make its daily journeys over it from this time forth. The Contractors have much to be proud of in getting on with the work so rapidly. May nothing transpire to prevent the completion of the line to Toronto by the end of the year 1856."

Rumours have been current here for a short time back to the effect that arrangements were in course of formation for transferring the contract for the Brockville & Ottawa Railway to the Grand Trunk Contractors, and that it was intended to make the former a feeder of the latter. We have searched the reports of the proceedings at the opening of the Grand Trunk in vain for any reference to this matter. It strikes us that, at the dinner in Brockville, a fitting opportunity occurred for bringing the matter into notice, were any such arrangements in contemplation; and the importance of amalgamating the Brockville & Ottawa Railway with the Grand Trunk might have been pressed upon the Directors of the latter with good effect. The opportunity, however, has been let slip, and may not soon occur again. Had any invitations to the dinner been sent to Perth, the matter would not have received the go-by in the way it has done; but our Brockville neighbours seemed to be so absorbed in getting a sight of the "iron horse", that they entirely forgot the Perthonians. Even supposing the amalgamation alluded to has not been under consideration, no harm could be done by broaching the matter to the Directors of the Grand Trunk, and as the people of Brockville will have the best opportunities of doing so, it is to be hoped that they will see the necessity of at once taking action in the matter. A considerable portion of the line is now graded, and the ties are ready for laying. If not used they will soon be destroyed by the weather, and efforts should therefore be made to get the work proceeded with in the Spring. A comparatively small outlay would suffice to complete the road from Brockville to Perth and Carleton Place.

*30/11/1855 Perth Courier Brockville and Ottawa*

Account of opening of GTR to Brockville and discussion of possibility of B&O becoming a feeder to GTR. See under Kingston (CN).