

Local Railway Items from Area Papers - Brockville and Ottawa Railway

07/09/1853 Prescott Telegraph

Brockville and Ottawa

It is reported the Brockville and Ottawa Railway Company have entered into an agreement with Messrs. Sykes & Co., English contractors to construct the railway from Brockville to Pembroke with a branch to Perth. The line of road is now being surveyed, and it is stated that the whole is to be completed within three years.

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.

11/02/1854 Ottawa Citizen

Brockville and Ottawa

BROCKVILLE 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.

27/04/1854 Brockville Recorder

Brockville and Ottawa

--Our readers are aware that the works upon the line from this Town to Smiths Falls, Perth and Carleton Place, in all a distance of 60 miles, were some time ago sublet by the contractors to messrs. A. Elliott & Co., and under their vigorous superintendence are being rapidly proceeded with. The whole of their sixty miles has been cleared, and with very few exceptions, the right of way has been arranged for and titles taken in favor of the Company as rapidly as possible. We also learn that the contractors are busily engaged in the work of grubbing, excavating and grading. About three miles from this place a large force of labourers are at work-- We have seen the plan of the Perth station house, which will be, judging from the design, a very handsome and commodious building. The material intended to be used in its construction in the white sand or free stone, found in that vicinity.

More.

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

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.

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.

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.

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).

07/03/1856 *The Tribune, Ottawa**Brockville and Ottawa*

Report of Keefer - much illegible.

14/03/1856 *Bathurst Courier**Brockville and Ottawa*

We understand that a contract has been signed between the Brockville and Ottawa Railway Company and Mr. Moore, on pretty much the same terms as the contract with Sykes, DeBergue & Co. The road is to be completed from Brockville to Perth and Carleton Place, with locomotives, cars and everything necessary to commence running by 1st of September 1857; from Carleton Place to Madawaska by the 1st of September 1858; and from the Madawaska to Pembroke by the 1st of September 1859, when the whole is to be delivered up to the Company. Mr. Moore is bound to expend on the Road of his own money a pretty large sum something about £20,000, on which no estimate is to be made and no debentures paid, and thereafter, on every estimate 10 per cent is to be retained by the Company until the sum amounts to about 80 or £90,000 which Mr. Moore is to forfeit should he fail to complete the road according to contract; but if the road is finished according to agreement this sum is to be paid to him on the completion of the work. Mr. Moore also pays the interest on the Municipal Debentures. Immediately after closing the contract Mr. Moore started for England to make arrangements for getting out by the 1st of July next railroad iron sufficient for 40 miles of the road. Work is to be commenced on the road by 1st of May next, under the personal supervision of Mr. Moore. So that the people of these counties will yet have a Railroad, despite the efforts of the late Warden and other Railroad opponents.

With respect to the charges of chisselling etc., brought against the Railroad Company, we may mention that the committees appointed by the different Municipalities met at Brockville on Friday last, and all the charges against the Company were taken down in writing. The Committees, together with the Directors met afterwards in the Company's Office, and the whole affairs of the Company were thoroughly investigated from beginning to end - the books, papers, vouchers, and all other documents, were examined and found correct. The charges were frivolous and most contemptible, and when the matters were explained, rebounded more to the credit of the Company than otherwise. The opposition of the Brockville committee arises from local jealousy respecting the terminus of the road and this is the secret of the whole matter. The Committees and Directors, after the investigation, were perfectly satisfied that there had been no chisselling or mismanagement about the matter. Everything connected with the new contract was done in presence of all the Committees - openly and above board - so as to leave no room for making fresh and groundless charges against the Company. We understand that one of the members of the Committee from these Counties took notes of all the charges & the investigation, and intends publishing the facts, so that the public will yet get the facts despite Mr. Matheson's determination to keep them in the dark.

20/03/1856 *Brockville Recorder**Brockville and Ottawa*

Brockville and Ottawa Railroad

We are glad to be able to announce, that there is every probability of the work being proceeded with early in spring. Mr. Moore, the gentleman mentioned by us some weeks since, has formally tendered for the completion of the road. We have been furnished with a statement of the terms offered by Mr. Moore, but as that gentleman has given the directors of that company until May, to accept or reject his offer, we do not feel at liberty to publish this statement at the present moment. This much, however, we may state, Mr. Moore is prepared to sink £15,000 sterling money in the undertaking by the first week of August, and also lay down sufficient iron this season for forty miles of the road.

Another important feature in the arrangement is that the municipalities will not be called upon for a penny of the interest due on the bonds already issued, the directors having arranged to meet the interest, without calling upon the municipalities. As yet, the directors have been unable to meet the wishes of the creditors or Sykes, DeBergue & Co., they however, express their desire to seizure the creditors of the old firm by every means in their power. More.

17/04/1856 *Brockville Recorder**Brockville and Ottawa*

Notices of filing of Map, Plan and Books of Reference in various townships.

17/04/1856 *Brockville Recorder**Brockville and Ottawa*

Letter from William Sykes, Caledonia Springs. Appointment of Keefer, concerning the contractors, Sykes, DeBergue & Co. ..the sleepers and fencing material delivered on the ground are liable to rot, to be stolen and to be burnt. The grounds that have been cleared are being again rapidly grown over with underwood. The interest and sinking fund of the government debentures are accumulating..

The directors of the Brockville and Ottawa Railway held a meeting in Brockville on 17th inst. The first matter that occupied the attention of the Board was the settlement of a claim put in by Mr. Dixon, the engineer, for services done in Surveying the line of the road and drawing out maps and plans. Mr. Dixon was employed by Sykes, DeBergue & Co., but had received no pay, and he refused to give up his maps and other documents to the company without being paid for them. The directors proposed to allow him £1,250 which sum he agreed to accept. Had the company not come to terms with Mr. Dixon they would have been under the necessity of getting the surveys made over again, at a greater cost than the sum paid Mr. Dixon, and subject to some three months delay. As it is it is expected that all will be ready to commence work by the middle of August. Mr. Dixon was employed as resident engineer at a salary of £500 per annum, and we understand that he has already entered upon his duties. A new line is to be run in the township of Elizabethtown, which will shorten the distance about two miles, and pass over a more level tract of country than the old line. In order to push on the work as far as possible this fall, the Executive Committee was empowered to raise a loan of £25,000 from some of the banks and to deposit as security therefore some £27,000 of debentures. After due consideration it was decided that it would not be advisable to send Messrs. Crawford and Morris to England for Railroad iron this fall, as it can be got time enough in the spring, and in the mean time the grading and the laying of the ties can be proceeded with as speedily as possible. Such is a synopsis of what was done at the late meeting of the Board, and the directors are certainly deserving of credit for the vigorous manner in which they are pushing forward the enterprise. - Courier.

Thursday August 7 1856

The second attempt of those engaged in forwarding the Brockville and Ottawa Railroad was on Thursday last, brought to a head by a cry of "breakers ahead". Let us review in a spirit of calmness. Our readers are aware that a new board of directors was lately appointed. Lanark and Renfrew, with their £200,000, are represented by four members; Brockville, with its £100,000, being represented by two members – the other six members constituting the Board were voted in by the Stockholders. Six members of the board may be said to belong to Lanark and Renfrew and six may be said to belong to Brockville. E.H. Whitemarsh Esq., being the only director of the remaining six not actually residing in or near the town, although his position as Warden of Leeds and Grenville makes him cling to the Brockville portion of the directorship. Brockville and Lanark and Renfrew may therefore fairly be stated as having equal control in the Directory.

On the 2nd of July, the Directors concluded to place at the disposal of the Hon. James Morris and George Crawford, Esq., to sun of £48,000 for the purchase of iron. Lanark and Renfrew were called upon for £32,000 as their proportion - £16,000 being the proportion for Brockville. With this sum at their command the gentlemen named were to proceed to England. Lanark and Renfrew responded at once to the call, and placed their share in the hands of the Directors – Brockville only placed £9,000, being £7,000 short of the amount. Elizabethtown was also called upon but did not respond.

On the 16th of July, another meeting of the board was held, when it was thought best to defer the departure of Messrs. Morris and Crawford for England and that the £48,000 specially voted for the purchase of iron should remain at the credit of the Directors for this special purpose and for no other. In order to carry on the work, it was also deemed necessary that a further call should be made on the municipalities, Lanark and Renfrew for £16,000, Brockville for £8,000 and Elizabethtown for £4,000. Lanark and Renfrew again responded to the call – Brockville did not – neither did Elizabethtown. Thus matters stood on Thursday, last, when the Directors again met.

When the Board met on Thursday, Mr. Dana was present in the room of Mr. Richards who was absent from town. In the course of the day the matter of the grants called for came before the meeting when it was stated that Brockville had not attended to the matter. Mr. Dana was questioned on the subject, but would give no satisfactory answers to the questions put to him. A good deal of warm feeling was evoked on the subject between the Lanark and Renfrew Directors and Mr. Dana. At last Mr. Morris asked Mr. Dana if he would not advocate in the Town Council compliance with the calls which had been made. All the answer to this appeal which Mr. Dana made was, "Ah, now you are coming to the point." Mr. Morris considered this answer an evasion, and not wishing to be placed in a position derogatory to his character as a Director, stated that unless the Brockville Town Council would at once meet the action of the Lanark gentlemen in the same open, honest and liberal manner they had evinced, he would not, for £5,000 take his seat again at the Board as a member for Brockville. He then rose and left the meeting. From the manner in which Mr. Dana expressed himself, and his whole conduct throughout, the Lanark and Renfrew members were convinced that unless the road entered the town by the West ward, Mr. Dana would oppose any further grants from the town, and being thus convinced, they left the meeting with the full determination to break their connection with Brockville and revert to their charter in connection with the road to Kemptville and Prescott, unless the Brockville Town Council, at once, and freely met the calls which had been made upon them and promised that all further grants should be met without quibbling or starting new difficulties.

The foregoing is a mere outline of the proceedings. We have given them without prejudice and free from any bias. We have no object in view in the matter but the completion of the Railroad and in stating our opinion of the Brockville Council or rather its non-action, we have no private action to attain. We consider that the Lanark and Renfrew gentlemen have just cause of complaint. They have acted in the most liberal manner and unless the Brockville Council are prepared to meet them in a corresponding spirit, they are perfectly justified in carrying out their determination of seeking an outlet somewhere else than through Brockville. The responsibility assumed by Mr. Dana was great. He, however, denies that he threatened to "stop the supplies unless the road entered the town through the west ward". The Lanark and Renfrew members, however, affirm that they were convinced of this being his determination, not only from his remarks, but from his peculiar actions, one remark being that "unless the Depot be located to please us, the supplies may be stopped;" also his refusal to answer the question put to him by Mr. Morris.

It is a very old saying that "where a man's treasures are there will his heart be." Sam Slick also says there is such a thing as "human nature". Now with this as a truth, it will readily be believed that parties possessing properties in either the East or West wards would wish to see the Depot located to suit them. Number one is the first law of nature. Such parties should remember however, that there are many, such as the writer, whose only aim is the good of the whole. To this class, it matters not one farthing, where the Depot may be, provided it be within the limits of the town. The completion of the road is what they build their hopes of the town's progress upon, and to this end all their wishes tend and for this consummation all their energies should be bent. Neither is it of any importance to Lanark and Renfrew where the Brockville Depot may be located. All they are interested in is secondary and the interest of the road. They are willing that the locality be left in the hands of the engineer, and if in his opinion the West ward is best suited for the purpose, they are perfectly satisfied to adopt his views. Why the members of the Council should not be equally well satisfied to leave the matter in the hands of the engineer we cannot tell. That office is perfectly well aware that there are no funds to squander, and his character as an engineer being so far at stake in deciding the point, the cheapest and best locality will no doubt be his choice. Respecting the position of the Directors who represent the town in the Directory, the people must have confidence in their honour that they will look after the interests of the town.. No man fit to represent the town will hold such position if he is met, at every turn, with insinuations. When grants are called for they should be made freely, leaving their expenditure, to the care of the gentlemen who represent the Council at the Board. Unless this be done, there will be nothing but dissatisfaction.

As we stated at first, we have endeavoured to write calmly. Hard names are not necessary, although the writer has a few applied to him. It is not his intention, however, to meet railing with railing.

We may also mention that Mr. Dana says that if it be the wish of the people to give the Directors the whole control of the debentures he will vote for doing so at once.

In speaking to the mayor on the subject, we received an explanation, which, had it been given to the Lanark and Renfrew gentlemen on the day of the meeting, we are sure, would have been deemed perfectly satisfactory, and prevented all excitement on the subject. It was to this effect – That although the calls were made, the money was not wanted immediately, therefore it was not deemed necessary to call a special meeting of the Council, as the monthly meeting would take place in sufficient time to dispose of the matter,

As a matter of justice we submit, as we understand them, the objections urged by Mr. Dana. The Railroad Company, as at first organized, is deeply in debt. The money to build the railroad by the new arrangement, belongs to the municipalities – not to the Company – therefore it cannot be used to pay debts contracted under the old management, because if it were done, the amount of debentures left would be insufficient to build the road. The municipalities have, therefore, the right to control their own funds, and see that they are only used in forwarding the completion of the road. In order to complete the road, economy is necessary, therefore the Depot should be located at such a place as will cause the least expenditure, and Mr. Keefer has given a written opinion in favour of the western route being by far the cheapest.

With respect to the calls made by the company, the first was to be placed at the disposal of the Hon. Mr. Morris and George Crawford Esq., when they went to England to purchase iron. The directors decided not to purchase iron in the meantime, therefore there was no necessity for answering the call immediately in respect to the full amount, as the Council had placed £9,000 of the full £16,000 wanted in the hands of the two gentlemen named. The same argument applied to the call for £8,000 – if it was really wanted the £9,000 already under their control, more than covered the call, and ought to be made use of before any further demand was made. That at least one of the Lanark and Renfrew Directors had a claim against the old board, and if the directors had control of the money, the law might compel them to pay old debts, the safest way therefore was to leave the control of the money in the hands of the municipalities.

Such are the objections, and we cannot say that they are not feasible. The municipalities, however, are represented in the Directory, and when calls are made with their sanction there should be no time lost in responding to the call. If this is done, no fault can be found, and all will go on smoothly. The above was written previous to the proceedings of Monday evening.

From the statements made by the Lanark and Renfrew directors the public mind became very much agitated. Any act to jeopardise the Railroad was loudly scouted and members being fearful of an adverse action by the Town Council, decided to call a public meeting, lay the statements made by the Directors before the meeting and pass resolutions urging the Town Council to meet the calls made upon them by the Directors. To carry out this, bills were printed and circulated, calling for a meeting of the inhabitants for Monday evening at six o'clock, in order that the resolutions agreed might be ready to be handed to the Council when they met the same evening. The usual hour for meeting of Council is seven o'clock, but on this occasion, being desirous of taking the wind out of the sails of the promoters of the public meeting, notices were issued calling the Council together at five o'clock – an hour before the time stated for the public meeting.

Accordingly the Council met and at half past five there was a full attendance of members. We need not state that the principal topic of discussion was connected with Railroad matters and that considerable feeling was manifested on the subject. The discussion lasted until nearly ten o'clock and resulted in a motion, moved by Mr. Dana, being carried, granting the funds called for by the Directors – the money to be placed at the disposal of the Mayor, W. Buell Esq., Hon. James Morris and A.N. Richards.

During the sitting of the Council the room was crowded. Persons who came to take part in the public meeting, finding the Council in session, remained eager listeners, and evinced their approbation or disapprobation in cheers or hisses as the various statements affected their minds. We cannot at present give a report of what occurred owing to the length of the proceedings.

The action taken by the Council although it prevented the holding of the public meeting, is perfectly satisfactory to us. They may endeavour to argue that the public meeting called had no effect upon them. They are at perfect liberty to argue this but we cannot help thinking that the bills for the meeting contained a stimulus sufficiently potent to make the Council feel that the eyes of the community were on them.

As we have stated, we have no sectional interests to serve, our great and only aim is to advance the interests of the road. We believe that losing this opportunity Brockville will become a "stand still" place, and in a few years scarcely a businessman would be found in it. Believing this we think the people entitled to make sacrifices even were this required to on a work which cannot be otherwise than beneficial. The road is intended for a general good, and all parties should view it in this spirit, throwing sectional or local feeling altogether aside. With respect to the terminus, the directors are determined to adopt the cheapest route and the engineer, Mr. Dixon, has, we believe, received instructions to make the necessary estimates as soon as possible. They have also decided to pay no old debt for material furnished to Sykes de Bergens & Co., the money of the municipalities will therefore be used for carrying the road on to completion.

08/08/1856 Bathurst Courier Brockville and Ottawa

A meeting of the Directors was held in Brockville last week, at which it was decided to open an Engineer's Office in Smiths Falls, and that the next meeting should take place there. Mr. Dixon, the Engineer, was instructed to examine and report upon the most suitable place for bridging the Rideau river at Smiths falls; also to report on the most suitable place for a terminus at Brockville. Some little difficulty occurred at the meeting because the Brockville Council had not advanced their quota of the debentures, but we understand that the matter has since been put right. Engineers are actively at work on the road and plans and specifications will be open after the 20th inst. Tenders for the work, in three to five mile sections, will be received until the 2nd of September next.

The tenders were advertised in the Standard - why not in the other local journals? Are Conservatives alone to have an opportunity of tendering for the work, and are reformers to be kept in the dark? Why this political favoritism?

13/08/1856 Globe and Mail Brockville and Ottawa

Brockville and Ottawa Railway

NOTICE TO CONTRACTORS

Tenders will be received by the Secretary up to 12 o'clock noon on Monday the 15th September next for grading, Fencing and Bridging (except Superstructures) the line of the BROCKVILLE AND OTTAWA RAILWAY, from Brockville to Smith's Falls, Perth, Carleton Place and Arnprior.

Plans and specifications will be ready for Inspection at the office of the Engineer at Smith's Falls, by the 1st day of September.

The work will be divided into sections of three to five miles, Tenders will be received for one more Sections; payments will be made monthly in cash.

Blank forms of tender will be furnished either at Brockville or Smith's Falls where any other information can be obtained.

The Directors will meet at Smiths Falls on Tuesday the 16th September to open the tenders.

G. G. DIXON, Resident Engineer.

ROBERT HERVEY, Secretary. B. and O. R. R. Co., Brockville, August 12, 1856

Also in the Toronto Globe 13 August 1856 until 8 September 1856

18/09/1856 Brockville Recorder Brockville and Ottawa

Letter about the route.

The following tenders for building the Brockville and Ottawa Railroad were received by the Board of Directors at their late meeting in Smiths Falls.

Section No. 2, T. Dilly for £4,377

" 3, J. & T. Wood for 2,659

" 4 do 4,075

" 5, H.N. Sherwood for 3,244

" 6, Glibert & Co., for 2,681

" 7, do 1,529

" 8, do 7,339

" 9, J. Wardrobe for 1,719

" 10, do 2,566

" 11, Gilbert & Co., for 2,302

" 12, do 1,833

" 13, J. & F. Wood for 1,183

" 14, Milan & Urquhart, for 2,270

" 15, Gordon & Loomis for 2,428

" 16, Gilbert & Co., for 1,196

" 17, Middleton & Erskine for 2,992

" 18, do 5,132

" 19, Hector Munro for 5,479

" 20, James Goodman for 1,735

" 21, Carmichael & McNaughton for 4,574

" 22, Hector Munro for 4,421

PERTH BRANCH

" 1, Middleton & Erskine for 1,672

" 2, R. & J. Ryan for 2,450

" 3, do 2,341

Total amount for 80 miles £72,192.

27/11/1856 Brockville Recorder Brockville and Ottawa

Editorial. Account of Board meeting of 18 November in Brockville.

04/12/1856 Brockville Recorder Brockville and Ottawa

Editorial - Tunnel or no tunnel.

11/12/1856 Brockville Recorder Brockville and Ottawa

Engineering report - comparison of the cost of building the tunnel as opposed to the western route. (western line was cheaper).

23/01/1857 The Tribune, Ottawa Brockville and Ottawa

Brockville and Ottawa Railway.

A meeting of directors took place at Smiths Falls on the 9th instant. Fourteen tenders for the tunnel were opened and ten tenders for sections 19 and 20 which had been thrown up by the first contractors. The tender of R. Coleman & Co., composed of W.H. Wilson, Jas. Row, David Row, Alex. S. Browne, and Jas. C. Foster was accepted for the tunnel; and the tender of Jas. Goodman for sections 19 and 20 was accepted. The tender for the tunnel is under Mr. Dixon's estimate. Mr. Richards proposed that stock to the amount of £30,000, should be sold to the Brockville council and a like amount to Lanark and Renfrew Council, at such price as the Executive Committee should see fit to pay for it. The proposal was not agreed to. Messrs. Dickson, Whitmarsh and Sherwood were appointed a committee to consult with the County Council of Lanark and Renfrew, in conjunction with the committee of the Brockville Council, on the subject of the representation of the Municipalities in the Board of Directors. Messrs. Dickson, Beckwith, Colton, and Bell, with the Engineers were appointed a committee to purchase one hundred cars and four locomotives for the road. The Secretary was authorized to advertise for ties and cordwood. The Solicitor was authorized to investigate and report upon all claims against the Railway Company. The next meeting of the board is to be held in Perth on Wednesday the 28th instant. The County Council will then be in session. - Bathurst Courier.

05/02/1857 Brockville Recorder Brockville and Ottawa

Editorial - The Railroad a Fix.

09/04/1857 Brockville Recorder Brockville and Ottawa

By the last mail Mr. Crawford transmitted a letter, the contents of which, if realized, will settle all future bickering on the subject of the railroad. The whole of the rolling stock was arranged for on very favorable terms, and 4,000 tons of iron purchased. Persons were expected to arrange for the balance of the iron in a few days after the letter was written. If Mr. Crawford succeeds in carrying out the arrangements mentioned by him, we will be as ready to give him credit for his work as we have been to caution the municipalities respecting the designs of the Directors in seeking to control the money belonging to the people. We are sorry that, notwithstanding the flattering position of matters in England, that one or two of the Contractors have stopped work. Even though the council did not grant one penny, Mr. Crawford's return in a fortnight at farthest, would have put a new feature on matters, and everything would have went on "merry as a marriage bell."

04/06/1857 Brockville Recorder Brockville and Ottawa

House has refused to extend the charter.

11/06/1857 Brockville Recorder Brockville and Ottawa

Editorial - The contract has been signed, and the sub-contractors have again commenced operations under the governorship of Dales, Brothers & Co.--

30/07/1857 Brockville Recorder Brockville and Ottawa

All seems quiet and progressive on the line of the Brockville and Ottawa Railroad--

We are glad to see that Messrs. Brown, Row and Willson have commenced their work on the tunnel in earnest. A steam engine has been erected at the top shaft near Mr. Flint's house, and the water is being drawn from the shaft at the rate of from 80 to 100 gallons per minute. The shaft will therefore soon be free from water, and blasting resumed. --

26/11/1857 Brockville Recorder Brockville and Ottawa

We perceive in the Standard's letter inquiring why a few ballast cars and castings landed at Smiths Falls were not manufactured within the Counties furnishing the money to build the road. The writer believes the cars and castings were forwarded from St. Catharines.--

A railroad from Brockville to Pembroke is graded, and the iron, it is thought, will soon be laid. The company running it have also a charter for a line from Pembroke to the Georgian Bay, which, however, expires in May next, when the Ottawa and Arnprior Railroad Company will, we understand, be entitled to assume the building of it. The existing railroad is a great boon to the district, and so will the future one be.

15/04/1858 *Brockville Recorder**Brockville and Ottawa*

We are informed by a gentleman, lately at Brockville, that Geo. Crawford Esq., has purchased enough railroad iron for 40 miles of road, paying therefore in the Company's bonds at the rate of £10 per ton. The additional statement is also made that the whole is to be shipped to Smiths Falls, as the Brockville council might refuse to pay the freight on it. -- As railroad iron was at a late date quoted at £5 10s sterling for cash, there is of course on every ton an expense of £4 10s sterling added to ultimate cost of road, that is to say, £45 sterling on each £100 sterling Bond - a pretty fair margin. Perth Courier.

Comment from Brockville Recorder - When it does arrive we trust it will not be like the spikes purchased by the same gentleman - so bad they will have to be sold for scrap.

23/04/1858 *Perth Courier**Brockville and Ottawa*

THE RAILROAD.

We understand that arrangements have been made for the purchase of four Locomotives for the Brockville & Ottawa Railway at the Kingston Foundry - two thousand dollars of each engine to be paid in Company's Bonds, and the balance in cash. These engines are to be delivered in July next. The Company have also the option of chasing four more engines on the same terms. These engines to be of the same quality as those manufactured at the same establishment for the Grand Trunk Railroad, which are said to be first-rate machines. We are glad to notice these signs of progress, and may indulge in the hope that at least a portion of the road will be open for traffic by the incoming Fall.

There a rumor here that the Court of Chancery has ordered Brockville Council to pay over to the Railroad their proportion of debentures on the estimates, with conditions guarding the interests of the municipality. If this be true, it establishes the legality of the Company's existence.

27/05/1858 *Brockville Recorder**Brockville and Ottawa*

--the directors having determined to stop the works along the line on the St. Lawrence side of Smiths Falls.--

28/05/1858 *Perth Courier**Brockville and Ottawa*

Breaking ground for the rail road depot - speechifying - Bobby Moore calls the "Chiselers" to account.

On the afternoon of Friday (illegible) gathering took place (illegible) Mr. Bothwell (illegible) for the Railway depot building (illegible) being unfavourable, a few of the less enthusiastic on railway matters left the ground before the proceedings fairly commenced; leaving however a sufficient number to do justice to the fluids liberally provided by our spirited entertainer. Mr. Bothwell gave a short address in which he stated his determination to push on with the work with energy. Some desponding individuals had said the work would ruin him, he (Mr. B.) however, thought he might as well be hung for a sheep as a lamb. He had two other heavy contracts but he hoped he would be able to accomplish all three and make something for himself also. (cheers) He was determined to scatter \$25,000 in the neighbourhood this summer (vociferous cheering) and that would do some good. He invited all hands to step forward and partake of the brandy, whiskey, wines etc., (an invitation which was promptly responded to by a goodly number, the effects of which were becoming more apparent every minute). Mr. Bothwell concluded by observing that during the erection of the buildings a good many heavy lifts would be wanted and that he would call on the audience for assistance just as frankly as he had asked them to imbibe, and hoped that they would not be backward in coming forward on the occasion. This was received with some cheering but with nothing like the enthusiasm which the refreshing intelligence of scattering so many dollars had called forth).

W.M.Shaw, Esq., was called upon and delivered a most appropriate address for such an occasion during which he made a few remarks on the benefit of railways to the community; that they might not even pay expenses for the first year or two, they would ultimately create business for themselves, and to benefit the places in the neighbourhood of the line, and more especially a terminus. He concluded by wishing success to Mr. Bothwell and vacated the rostrum amid uproarious applause.

Another round of the generous liquors - and we must explain that although there regular intervals during which refreshments were served, still there were some persons more poignantly alive to the generosity of Mr. Bothwell, who showed their appreciation of his hospitality by frequent application to the decanters during the orations.

Mr. Buell was loudly called for but could not be induced to address the audience. A cry was now raised of "Where is deacon?" "What d you want with him?" says one. "sure he's not to be sneezed at," observed another. "Faith gallants, ye'll no has muckle left to buy something wi', gin you come through any o' the lawyers' hauns," remarked an elderly Scotchman. This appeared to attract the notice of a gentleman who stood leaning with his back to the boards looking vacantly on the crowd seemingly impressed with the painful conviction that all was not "O.K." either with himself or with the parties around him. Having two one dollar bills, one quarter dollar and three cent pieces in the right hand pocket of his inexpressibles, he prudently placed his left arm around a post, plunked his right hand into the pocket containing the funds and - no doubt the result of the Scotchman's most untrue, most unwarrantable remark - fixed his eyes on the unconscious W.G.B. with a look of the most uncompromising watchfulness, which attitude he maintained until the proceedings terminated.

There were loud cries for Mr. Bell and Mr. R. Shaw, neither of whom appeared anxious to face the music. They stood together a little apart from the body of the crowd probably cogitating on the old saying, "United we stand, divided we fall." Mr. Bell, ultimately screwing his courage to the required altitude, left his confrere, mounted the bench, and - delivered his railroad address, candidly admitting, however, that they must all have heard it a dozen times. Even this, it seems, was demurred at an old man and a very small boy declared they had never heard it before, the old gentleman irreverently asking what chap that was, "wi' the black whiskers, that thocht ha ken sa muckle. Mr. Bell proposed three cheers for the Queen, which were given with the utmost enthusiasm. A gentleman here put both elbows on the bench, among the glasses and other sundry grimaces, demanded three (hic) cheers for Mr. Bell, which were given by a part of the audience who were prepared to hurrah for anything or everything.

Mr. Bobby Moore now ascended the stand amid tremendous shouts of applause, and - stranger as I was I could see at a glance that this gentleman, in Yankee parlance, was one of our most remarkable men. Though small in stature there was evidence of a "spirit" in his every movement. There was likewise that in his expressive countenance which showed that he had not frittered his powerful intellect by too powerful ablutions. The fact of his making his appearance in his shirtsleeves gave a peculiarly free and easy grace to his somewhat energetic style of oratory. To attempt to give this gentleman's address verbatim would be simply absurd - the cheering was deafening and almost without intermission. As near as we could make out he spoke as follows.

Gentlemen, we all want a railroad and we have wanted a railroad for a long time, but where is the money? Let Mr. Shaw stand up here and tell what he has done with the debentures. It is not a railroad to the moon we are talking about. No, gentlemen, but it is a railroad we should have had before this time. The steam horse should now be rushing through the forest bearing the predictions of this part of the country to a more remunerative market, and, what is the reason that it is not, gentlemen? Because (rest lost)

29/05/1858 *Montreal Gazette**Brockville and Ottawa**Perth*

Perth. Last week ground was broken for the first time here for the station ground of the Brockville and Ottawa Railway, and workmen are now busily employed in erecting the buildings. All along this road north of the Rideau the works are rapidly approaching completion, and doubtless in October next this portion will be in operation; but owing to the stubbornness of some of the Brockville Council, the works on the section of road south of the Rideau are stopped.

RAILROAD IRON

The Standard states that bills of lading of railway iron by eight vessels have been received, amounting to 2600 tons. Four of these vessels have already arrived at Quebec, and the iron is being forwarded to Smith's Falls. It is also stated that Mr. Crawford has purchased sufficient iron to lay the track to Arnprior; and that two engines will be delivered at Smith's Falls this week. The laying of the ties and ballasting will be commenced as soon as the engines arrive. We trust the statements may prove true.

11/06/1858 *Perth Courier**Brockville and Ottawa*

We understand that two Locomotives for the Brockville & Ottawa Railway have arrived at Smith's Falls - they are named the "Ottawa" and "St. Lawrence."

10/09/1858 *Perth Courier**Brockville and Ottawa*

The depot buildings in this place are progressing rapidly towards completion, under the management of the energetic contractor, Mr. Rothwell. The passenger depot is a neat building and looks well; the freight house is large and commodious, and will afford ample accommodation for all the business likely to be done at this end of the line; and the enginehouse is a substantial stone building. The castings for the turntable arrived here the other day, and we understand that the contractors have commenced laying the rails from Smith's Falls to Perth, which is expected to be completed in three or four weeks, when it is intended to put on a couple of freight and passenger trains to make two trips a day between Perth and Smith's Falls until the line is built to Brockville. If this arrangement is carried out, a considerable amount of business may be done between Perth and Smith's Falls during the fall and winter. The rails, we understand, are laid between Smith's Falls and Carleton Place. If some extra exertions were used, we can see nothing to hinder the line being opened to Brockville this fall. The Company have plenty of money, and should therefore put on more men and get the cars running as soon as possible, and let the road be earning something. As it stands now it is eating itself up with interest. Put on more men.

29/09/1858 *Globe and Mail**Brockville and Ottawa**locomotive*

Exhibition of 1858 "two large locomotives from the manufactory of J. Morton, intended for the Brockville & Ottawa railway. [no other locomotives were exhibited]

05/10/1858 *Kingston Daily British Whi**Brockville and Ottawa**locomotive*

Prizes Gained by Exhibitor from this City and Neighbourhood - Locomotive passenger engine, Morton & Co., Kingston \$20; Locomotive freight engine, Morton & Co., Kingston \$20

08/10/1858 *Perth Courier**Brockville and Ottawa**locomotive*

We learn from the Rideau Gleaner that a new locomotive named the "Tay", for the Perth Branch of our Railroad, was landed at Smith's Falls last week, and is now on the track for Perth. A large quantity of iron had also arrived at Smith's Falls

Two locomotives for the Brockville & Ottawa Railway, made at Kingston, took prizes at the Provincial Exhibition held in Toronto.

04/11/1858 *Brockville Recorder**Brockville and Ottawa*

We are glad to learn through Mr. Hervey, of the Brockville and Ottawa railroad company, that the rolling stock for the road is expected by the middle of the month and that the road will be open to Perth, and probably to Carleton Place, by the first day of December. The funds of the company will not permit of "champagne", but we have no doubt that the opening will be inaugurated by a free trip over the road. We know of nothing in a local point of view, more deserving of a general holiday.

05/11/1858 *Perth Courier**Brockville and Ottawa*

We are glad to learn that more iron rails have arrived and that the laying of the track is proceeding. The track from some point near Brockville to Franktown, and from Smith's Falls to Perth, bids fair to be in sufficient forwardness to admit of cars coming through by Christmas - we hope so much at least. There are no buildings yet erected at Brockville, but the tunnel is now progressing. We have all along thought that our Directors should have secured the laying of track from the grand Trunk line at Brockville as far back as possible omitting meanwhile the extraordinary for either a tunnel or the western track. Our people require means to get out to the frontier, &c., with their goods. And inasmuch as Lanark and Renfrew are paying for the whistle we contend that it was policy to pay for such work as we mention, first. The £300,000 will be all spent before the road can reach Renfrew according to present management, some parts of which we have already condemned. Now, right is right and wrong is wrong, wherever they are found and whoever the parties may be - whether it be the County Council, its Warden, Railroad Directors (illegible) More.

18/11/1858 *Brockville Recorder**Brockville and Ottawa*

A rumour having been set afloat that the directors of the Brockville and Ottawa Railroad intend erecting the railroad buildings in the rear of the town, we have been requested to state that the rumour is unfounded, and that the directors are determined to carry out the provisions entered into at Toronto between that company and the town council, which provides that the buildings shall be within the limits of the town.

03/12/1858 *Perth Courier**Brockville and Ottawa**locomotive*

We had a visit last Saturday from the locomotive "Tay", which made its way within the limits of the Corporation. The track is now laid to within a short distance of the depot, and as soon as the switch rails are ready it will be completed.

08/12/1858 *Montreal Pilot**Brockville and Ottawa*

The Perth Standard says that on 27th ult., the iron was laid as far as that place, and the whistle of the locomotive was heard in the town of Perth. Considerable excitement prevailed, and large numbers were present witnessing the operation of tracklaying, and inspecting the locomotive "Tay." This engine is intended for the Perth branch. They are at present laying the track between Irish Creek and Smith's Falls. This portion of the road, it is expected, will be completed the present week. A connection is being made with the Grand Trunk at Brockville; there are scarcely two miles of track to lay there. The Grand Trunk Company has given permission to use their engine house at Brockville for one of the engines. The ballasting is being pushed vigorously all along the road; in fact the greater portion of the road has already been partially ballasted. It is confidently expected that the road will be opened for traffic by the 15th of December. In the course of a few days the track in Perth will be laid up to the engine house and passenger depot.

09/12/1858 *Brockville Recorder**Brockville and Ottawa*

Editorial - everything ready for opening but problems in financing the acquisition of rolling stock.

The tunnel.

At the public meeting held in the New Town Hall last week, and again at the nomination for Mayor, Mr. McMullen asserted that common lime, instead of water lime, was being used in the construction of the Tunnel and also that a portion of the work had given way and that Mr. Dana had some private arrangement with the contractors. Now these assertions are untrue in every particular. Nothing but water lime is used, Mr. Dana has no arrangement of any kind with the contractors, and we can speak from personal examination, that the tunnel from one end to the other, as far as completed, is as sound as a rock. Not a foot of it has ever given way, nor can we see it is possible that the work constructed as it is, could give way. Rumours of the nature referred to ought not to be recklessly made. We deem it our duty to give them the flattest contradiction.

13/01/1859 *Brockville Recorder* *Brockville and Ottawa* *water*

We have had a ride on the rail to Perth. Don't ask how long the journey occupied, whether three hours or ten hours, as the time taken cannot ignore the fact that the rails are connected and passenger cars from Brockville have entered Perth. This is a great fact, and there is no use denying it. On Monday morning we went on board of a car for Perth, at the special invitation of Mr. Watson, the managing director of the Brockville and Ottawa Railroad. The cars were to start at 8.30, but it was nine before they took their departure. The invitation to ride not being general, the crowd in the cars, specially invited, was not great. The distance between Brockville and Smiths Falls was made at an easy rate, over what appears to be a first-rate road, if we except a few miles not yet ballasted on this side of the Falls, and of which it would be unfair to judge at present. We left Smiths Falls about eleven, and here commenced a "chapter of accidents" which continued until the end. Monday's proceedings were a complete epitome of the history of the road from its first inception, stopping, backing, changing, with no one apparently capable of solving the difficulties. Why, we should like to know, were the engines and cars not under the direct control of Mr. Madrigan? Had this been the case, the "chapter of accidents" we have been speaking of would have been fewer, at least we think so.

Monday, however, was a bitter cold day. The thermometer at five in the morning stood at 40 below zero, cold enough, surely. The line between the Falls and Perth had not been run over from the Friday previous. The consequence was, that the snow had caked on the rail, and become, as it were, after the slight rain of Friday, part and parcel of the iron. The wheels of the locomotives had thus to contend with glare ice: they would revolve but could make no progress in dragging the cars after them. Several attempts were made to advance, but all was to no avail. At length it was decided to "back up" to the Station, in order that the crowd might dine at the Falls while a locomotive was sent over the line to do battle with the ice and snow itself, and prepare the way for the cars.. After dinner another start was made, but also with no effect - the fates were still against us. The forward engine's cowcatcher caught up the snow from the centre of the track and turned it over quite scientifically on the rail, and thus rendered progress impossible. Another "back up" to the station, in order to give the lead to another engine. Here several who had joined "the excursion" at the Falls, concluded to "go home", and two Brockville gentlemen did the same, trusting to the Perth stage for conveyance to Brockville, at which place they arrived about three hours before the railroad excursionists.

At length another attempt to reach Perth was made, but before long a halt was called in order to search the ditches along the road for water to supply the locomotive. The interesting experiment having to be made a second time. Slowly and steadily the train at length moved on, and hopes were high that no other difficulty would intervene, but fate again decided against these hopes. About a mile and a half from Perth, the last car on the train came to a dead stand: the coupling of the car had given way, and the engine, with the forward car, went off by themselves, leaving a car full of the most consummate grumblers all alone in their glory, till the engine returned from Perth, with a rope to hitch to the car. At length the grumblers reached Perth about a quarter to seven at night, having made the passage, forty miles, in nine hours and three quarters.

After tea the crowd was again in motion towards the station, the hour for starting home being eight o'clock. Here again our prospects for reaching Brockville were all but smashed into a cocked hat. In shunting one of the cars it got off the track and about three hours were spent before it was got on. About eleven o'clock "all aboard" was the word and the weary excursionists returned home about half past three in the morning, never to forget their first trip to Perth over the Brockville and Ottawa Railroad.

The severe coldness of the day prevented anything like an inspection of the works along the line, but on what we did see, we have no doubt, the road, when thoroughly ballasted will be second to none in Canada.

03/02/1859 *Brockville Recorder* *Brockville and Ottawa*

On Wednesday last, the members of the County Council of Lanark and Renfrew, having received an invitation from the President of the Railroad Co., took a trip to Brockville on the cars. The invitation was extended to members of the Town Council and several other of our citizens. Having been invited by Mr. Watson, the Managing Director, to accompany the party, we took our seat along with the rest, and at a quarter past 9 o'clock the train started from the Depot. There being only one passenger car, it was pretty well crowded; but the party being in good spirits, and determined to enjoy themselves, accommodated each other in a neighbourly way as well as circumstances would admit. The train arrived at Brockville at twenty minutes to 12, having made the trip in 2.25 - which is pretty good running considering the unfinished state of a considerable portion of the road. The party proceeded to the Willson House, where after visiting the tunnel, they sat down to a sumptuous repast got up in 'Brennan's' best style. After doing justice to the good things set before them, short speeches were made by several gentlemen present. 'All aboard' was then the cry and the train on the return trip left Brockville at half past three, and arrived at Perth at six - all highly delighted with what was, to the greater portion of them, the first trip on the Brockville and Ottawa Railway.

The road is well made so far - is remarkably smooth - and when properly ballasted will be second to none in Canada - Courier.

Mr. Keefer, the government inspector, examined the road yesterday. He was very much pleased with the road, so much so, that the company complying with his requests in two or three instances, the road can be opened for traffic immediately. It is therefore, with much pleasure that we inform our readers that trains will run daily between Perth and Brockville, commencing tomorrow (last Thursday). A train will leave Brockville this morning, arriving here in the course of the day, remaining overnight so as to commence the regular trips on the following morning. A train will leave Perth every morning, except Sunday, at half past 8, arriving at Brockville at a quarter past 11, a.m. in time for passengers to take the train for Toronto, due at Brockville at 1 p.m. or by remaining till the afternoon the train for Montreal arriving at either place at 11 p.m. Returning, will leave Brockville at a quarter past 5 p.m., arriving at Perth at five minutes before 8 p.m., bringing passengers and mail that have left Toronto and Montreal that morning.

The fares between Perth and Brockville and vice versa, and intermediate places, are as follows:

Perth to Smith's Falls 40cts

" Irish Creek 75 cts

" Bellamy's Mills \$1 20 cts

" Brockville 1 50 cts

Brockville to Bellamy's Road 37½ cts

" Irish Creek 85 cts

" Smith's Falls \$1 25 cts

" Perth 1 50 cts/

Rates of freight to Brockville and vice versa

First class goods..35 cts per 100lb.

Second " 25 cts "

Third " 18 cts"

Fourth " 14 cts "

Flour per brl 20 "

Pork per brl 30 "

Wheat oper bushel 6 "

Cement, fire clay and sand 25 cts per barrel.

Lumber per ton \$1 50; clap boards, heading, staves, laths, shingles and hoops \$12 per car load.

Cattle and horses, per car load \$14

It is expected that the mails will be forwarded by Railroad next Monday - Perth Standard.

Also article from Perth Courier about the economic advantages of the railway.

The Standard having announced that the Engineer of the Brockville and Ottawa Railroad was fully competent for all requirements of his office, is bound to state to the public who is to blame for the bursting of the walls of the Smiths Falls bridge, and the sliding of the cribs at Brockville.

As any condemnation on our part is laid to our opposition to the Directors, we submit the evidence of two witnesses whose impartiality the Standard will surely not question. The Rideau Gleaner says:-

"before this meets the eyes of our readers they will generally have become aware of the injury which the Railroad has sustained by the giving way of a portion of the huge erections at Sluy's Locks. Close to the south end of the bridge across the canal, the sides on which the rails are laid, have, to a considerable extent, yielded to the internal pressure and stones and earth rolling down together have left the rails in the air - had it taken place when the train was on the spot, the consequences might have been most disastrous. From the great height, a car going over there must inevitably - with its living freight, if it were so occupied, be dashed to pieces. In such a descent, nothing short of a miracle could save a single individual from an instant and horrible death. We have visited and examined the place, and we are bound to say that if some catastrophe of this nature does not happen, the fact will be attributed to anything rather than the security of the fabric on which the rails have been placed. A structure more palpably inadequate or unsafe could hardly be conceived, and it is a matter of wonder that it should stand as it has done so long. We have no doubt that but for the frost compacting the earth into one solid mass and so moderating the outward pressure it would have given way considerably sooner. We do not know who is the responsible party in this matter, but ?? circumstances added to the many which might be deduced, in connection with the building and management of Railroads (illegible) the most sacred obligations. And it will be the wisdom of the public, for their own interest, to keep a vigilant and jealous eye on the manner in which the recent damage is attempted to be repaired - there ought indeed to be a most thorough overhauling of the whole foundation of the road at Sluy's, or rather a complete reconstruction of it on some plan less manifestly insufficient."

The Montreal Advertiser is more emphatic, the editor says:-

(first paragraph omitted)

On Thursday night after the passage of the train to Perth, the embankment across the Rideau near Smiths Falls on the line of the Brockville and Ottawa Railway, fell, through no sudden causality or extraordinary pressure, but from simple inability to support itself. Where the railway crossed the Rideau the river is of great breadth, a short bridge spans the deep waterway, and an embankment, nearly forty feet high, and of considerable length, connects it with the shore. The greater part of the embankment stood in shallow water, and was built with outside walls of dry stone, of small size, with loose stone, gravel and sand. It was a mathematical impossibility that such a structure could support its own weight; and as soon as the general cohesion of the material became thawed, the lateral pressure threw down the lower side wall, leaving the sleepers suspended over the chasm by the rails. From a personal examination of the structure we can say that if the designer and builder had been paid an extra price for an embankment that should be certain to fail with the spring rain the plan and materials could not have been better selected for the purpose. Had it fallen while the train was passing, the cars would have been precipitated fifty feet perpendicularly into the rocky bed of the river, and every soul on board would have perished. Then probably, the Government Inspector (rest illegible).

A large delegation from Perth and Merrickville reached here (Brockville) over the Brockville and Ottawa Railway (Branchline).

RAILWAY EXCURSION.

The Railway Excursion on the 24th (Queen's Birth Day) was a great affair. We understand that about a thousand tickets were sold in Perth, three hundred in Smith's Falls, and two hundred between Smith's Falls and Brockville - making a total of fifteen hundred persons who visited Brockville that day by the B. & O. Railway. The good people of Brockville were completely taken by surprise at receiving such a vast concourse of visitors; but they did their best to accommodate and amuse them, in both of which they were eminently successful. Processions of firemen, military, brass bands, salutes, fireworks, torch-light processions, &c., constituted the day's proceedings. Two trips each way were made by the cars without accident of any kind. The next excursion must be from Brockville to Perth.

09/07/1859 The Tribune, Ottawa Brockville and Ottawa

The County Council of Lanark and Renfrew, at their June session, rejected a proposal to advance \$10,000 to the Brockville & Ottawa Railway Co. to enable them to open the road to Pakenham.

22/07/1859 Perth Courier Brockville and Ottawa

CATTLE TRAINS.

We may mention for the information of cattle dealers, that cattle trains leave Perth on Tuesdays, Thursdays and Saturday, to connect at Brockville with the Grand Trunk. As it is only on these days that the Grand Trunk run cattle trains, those leaving Perth on any other days will have to lie over a day in Brockville

26/08/1859 Perth Courier Brockville and Ottawa

OPENING OF THE RAILROAD TO ALMONTE.

The Brockville and Ottawa Railroad is now opened to Almonte, and trains are running daily between that place and Perth and Brockville.- On and after Monday next trains will leave Almonte for Brockville and Perth at 8:30 A.M., arriving at Perth at 11 A.M., and Brockville at 11:50 A.M. There are two trains a day between Perth and Smith's Falls, which will be a great accommodation to both places. Passengers leaving Almonte for Perth or Brockville can transact their business and return home the same evening. Or if they are going East or West will arrive in Montreal or Toronto the same evening, as the case may be. A daily stage has been put on the route to Almonte, to connect with the train, so that passengers leaving Arnprior by the morning stage will the cars at Almonte, and can transact their business at Perth, Smith's Falls, Brockville, or any other place along the line, and return home the same evening, or they can go from Arnprior to Montreal or Toronto the same day, or reach home from Montreal or Toronto in one day. This is undoubtedly much the cheapest and quickest route for travelers from and to the Ottawa, as they will save a day between there and Montreal and Toronto, which is an advantage Over the Bytown route which must soon draw all the travel of the upper Ottawa. When the railroad reaches Arnprior the advantages will be much greater still. A mail conductor has been placed on the route between Brockville and Almonte, and the mails for the Ottawa will reach their destination a day sooner than heretofore. Thus the Montreal and Toronto morning mails will reach Arnprior the same evening. The mails to and for all places north of Smith's Falls will arrive in Perth at 11 A.M., and leave at at 5:25 P.M. The mails for Ottawa City will run as heretofore. A letter box is to be opened at the depot in Perth, so that letters may be deposited up to the time of the departure of the trains, which will be a great accommodation to the public.

The advantages of the railroad are just beginning to be felt, and will soon be duly appreciated by the inhabitants of these Counties. — Were the road but opened to Pembroke, we are satisfied that it would be not only the best paying but the most useful railroad in Canada.— Cannot something be done to complete the road as originally intended? An effort should be made at all events. A long pull, a strong pull, and a pull all together, would do the business. It will never do to let the road stop at Almonte.

17/09/1859 The Tribune, Ottawa Brockville and Ottawa

This Road was opened to Almonte last month. A train leaves Almonte every morning connecting at Smiths Falls with trains from Perth, arriving at Brockville at 11,50 a.m. and at Perth at 11 a.m. More.

We were informed that last Monday - the very first day that the road was opened -More
Perth Standard.

11/11/1859 Perth Courier Brockville and Ottawa

Villainous. - Some miscreant, the other day, attempted to throw the cars off the track of the B. & O. Railway, between Franktown and Carleton Place, by placing an iron obstruction on the track, and afterwards a wooden pole. - The Company have offered a reward of \$200 for the apprehension of the party, and it is to be hoped he may be apprehended and made an example of.

09/12/1859 Perth Courier Brockville and Ottawa Brockville

ACCIDENT ON THE B. & O. RAILWAY. THREE MEN KILLED - On Friday Evening last, as the mail train going North, on the Brockville and Ottawa Railway, had got about five miles from Brockville, it ran down a hand car, on which were four men, three of whom were killed. The names of the killed are Cook, Dixon, and Wylie, section-men employed on the railroad - the fourth man, Connors, jumped off just before the collision, and ran away. The men, it is said, had gone to Brockville on the hand-car, and got on a spree, and were returning home when they were overtaken by the regular train. The men, we understand, had families. The train, immediately after the accident, returned to Brockville with the bodies, where an inquest was held the following day. No blame can be attached to the Engineer, or anyone connected with the train, as the night was dark and stormy, and the hand-car was not seen until the train was close up to it, when all efforts to stop in time were of no avail. The accident can be attributed to nothing but the most culpable carelessness or want of thought on the part of those on the hand-car, as they (being employees on the road) must have known the exact time when the regular train would pass along.

22/12/1859 Hamilton Spectator Brockville and Ottawa Irish Creek

RAILWAY ACCIDENT - THREE MEN KILLED.

Dr. Edmondson held an inquest on the 3rd, 4th and 5th inst, on the body of three men killed near Irish Creek, on the Brockville and Ottawa Railroad. It appeared that three men whose names are Samuel Wiley, Dickson and Thomas Cook, the former foreman of a gang of laborers, and the latter two at work under him, left their section between Mr. Hiram Clark's and the gravel-pit and came on to Brockville on the evening of the 1st instant. On the evening following they left Brockville to return home with a hand rail cart. On their way home they stopped seven different times to drink at the drinking shanties which are scattered as thick as blackberries along the line of the railroad. Becoming too drunk to manage the car themselves, they procured the assistance of one more sober, and had reached near Pucker Street flag-station, when the evening express came down with all its force. The person whom the three got to assist them saw the train and jumped, by which means his life was saved, but the three poor unfortunate men, secure in their drunken imaginations were dashed to pieces by the locomotive. Wiley and Dixon were killed instantly, being mangled in a most shocking manner, while Cook, through the presence of mind and praiseworthy conduct of Mr. Burniston, lingered, although horribly mangled, for about five hours after the accident. The legs of all the three men were cut off, Dixon's Jaw broken and Wiley's skull smashed. The scene is said to have been sickening, when the train was stopped and the men found. The jury, after hearing all the evidence adduced, returned a verdict that the three men came to their death through the means of intoxication. They also presented an address to the Coroner, praying him to use his influence with the Railroad Company to have all the drinking shanties removed immediately from the vicinity of the line of the railroad, and also urging the Coroner to impress upon the Company or the Directors, the propriety of engaging none but known sober steady men as foremen of gangs of laborers.

Brockville Recorder.

RAILROAD TRAFFIC

Any man who would have predicted half a dozen years ago the amount of traffic that is done at the Perth depot, would have run a fair chance of being regarded as a fit subject for the Lunatic Asylum; but facts are stubborn things, and the vast resources of this section of the country are just beginning to be understood and appreciated. The depot grounds are fast filling up with vast piles of lumber, to be moved off in the spring, and should the sleighing hold good the ground will not be large enough to contain what is estimated to arrive – say some three or four million of feet. We observed at the depot the other day a large quantity of pressed hay, which had been brought up from Montreal and Three Rivers. Bringing hay from Montreal to Perth is rather a novel item of traffic, but it just shows the effects produced by railroads on trade and commerce, and in regulating supply and demand. Large quantities of oats are also arriving daily from Lower Canada, where they are very cheap in comparison to the high prices asked by farmers here. Hay being a somewhat short crop in this section of the country, has caused a run upon oats as a substitute, and kept up the price much above the real market value: but as supplies in any quantity can now be got from the East, there need be no apprehension of a scarcity. The traffic on the road, we understand, is steadily increasing, as the trade of the country finds its way to this channel – showing a sound and healthy state of trade, which is not at likely to have any falling off, but rather a steady increase. The cash receipts for freight and passengers at the Perth depot for the next twelvemonths, it is safely estimated, will be over thirty thousand dollars – a pretty good business, by the way. Were the road but opened to Arnprior, it would be the best paying railroad in Canada. Perth is now, and we believe it will continue to be, the best paying station on the line.

09/02/1860 *Brockville Recorder**Brockville and Ottawa*

In relation to Messrs. Taggart and Foster's contract for the erection of Railroad buildings at the river terminus and respecting which considerable discussion has taken place, we publish a letter from Mr. Foster which we find in last week's Monitor. Unless the new contract is bungled as others have been, there will be a decided gain to the town by a new arrangement. By the old contract the buildings would cost at least \$4000 over the sum retained by the town. The new contract will ensure their erection for the amount retained by the town, beside giving increased accommodation for engines and workshops.

Sir - In looking over your issue of the 28th inst. I noticed an article headed "Mysterious Business" in which you accuse Mr. Dana of wanting to pay Taggart and Foster \$2,700 for what they had contracted to do for \$400. As I believe it is generally held that the interests of the town have been advocated by Mr. Dana in Railway matters, I ask of you an insert of the facts connected with this matter so that the public may judge as to the truth of your assertions. A tender from Taggart and Foster for the construction of the Station Buildings at Brockville was accepted by the Railway Company. As it was not known at the time where the buildings would be located, and consequently what amount of work there would be to get a foundation, the tenders were only taken in bulk sum for the work above rail level, and any work below rail level we were to do at a schedule of prices attached to the tender. Our offer for the Engine House above the rail was \$15,000; we were afterwards asked to give a bulk sum at which we would do the work four feet below the rail, assuming that the foundation would be in earth. This we did and the sum of \$4,975 was made. At the time the offer was made the Town Council were refusing to pay any estimates of the Railway Company and the work was not proceeded with in September 1858. However, the arrangement was made under which the Town retained sufficient funds to complete the buildings according to our tender and it was agreed that they be located south of Water Street. We were then (illegible) to proceed with the work. But Mr. Dixon, instead of placing the Engine House on an earth foundation decided to place it partly on Block House Island and partly in the river. This involved the necessity of revising our tender as the position of that building would be different from what was anticipated. We finally agreed to build it as located by Mr. Dixon for \$400 over and above our original price provided that a certain amount of rock that we were to excavate if the island filled up the part of the wall that was in the river--

25/05/1860 *Perth Courier**Brockville and Ottawa**Brockville*

Here is a Brockville Recorder article on the opening that was reprinted in the Perth Courier of May 25, 1860 and establishes the opening of the tunnel for revenue traffic as being on Wednesday, May 16, 1860.

A NEW ERA.

On Thursday last, some little excitement was created in Brockville. On the previous day, the first lumber-laden cars were conducted safely through the tunnel, and left with their loads on the railroad wharf ready for shipment. This announcement may appear but a simple matter, and yet it conveys to the world a most important fact — the completion of a railroad connection between the Ottawa and the St. Lawrence. The eleven cars which passed through the tunnel on the day mentioned, are the pioneers of a trade which must eventually increase to an almost unlimited extent.

That this idea was entertained by the populace was plainly discernible on the smiling countenances of every visitor to the wharf, and this feeling, we believe, was shared in by the Brockville Artillery Company; because on Thursday their field piece was drawn from its quiet resting place to the market square in honor of the event, where it was made to open its mouth in condemnation of the old block-house which has so long crowned the pinnacle of the island in front of the town, which is now being levelled to afford wharf accommodation to scores of vessels which must ultimately arrive here to be freighted with sawn lumber from the Upper Ottawa regions. The block-house, however, was not to be easily demolished, and after firing seven shots, and sending seven balls through the massy timbers of the "ancient fortress" without doing a great deal of damage, the Artillery desisted from their ball practice, and left the block-house to be "brought low" by some speedier mode than could reasonably be anticipated through the instrumentality of a nine pound ball. The firing and the crowd, however, served to turn the occasion into a sort of "little jubilee" in honor of the opening of the tunnel for lumber traffic.

On Monday evening, a little after ten o'clock, the whole heavens became illuminated, as if a city had been fired. Great consternation prevailed, and a vast running to and fro occurred, till the people had satisfied themselves as to the cause. The old Block-house was enveloped in flames, and its stout timbers which had withstood the shock of our artillery speedily fell before the devouring element. Of course, the cause of the fire is a mystery - a great mystery. There is one fact connected with it, however the island is to be levelled, and the leveling process could not be completed so long as the old Block-house reared its head on high. Less danger was to be apprehended from burning than blowing up; consequently a calm night occurred and the old Block-house was burned down. -Recorder

THE RAILROAD AND THE LUMBER TRAFFIC.

Having occasion to visit Brockville the other day, the writer took a walk over the wharfage and station grounds of the B.&O. Railway in front of the Town. The work is progressing favorably, the tunnel is opened through, and the wharfage will very soon be completed. But looking at the extent of the wharfage accommodation in connection with the vast amount of sawed lumber that is destined to pass over the road, and which will require to be stored at Brockville, there is evidently nothing like wharfage accommodation enough. There should have been at least ten acres of storage room.— The present wharfage cannot contain one-tenth of the lumber stored at the Perth Depot, and this will be nothing in comparison to what will come down from the Ottawa when the road reaches Arnprior or Roddy's Bay. The lumber traffic has evidently been sadly miscalculated, and the impression appears to be gaining ground that the building of the tunnel was a grand mistake, as had the western route been taken, any amount of station ground could have been got. However, when the present wharfage is all completed, there will be more room and better accommodation than at present.

The work is being pushed on beyond Almonte, and every effort will be made to reach Sand Point this Fall. The business of the road is good, and we understand is paying well.

14/06/1860 *Brockville Recorder**Brockville and Ottawa*

Editorial - Debentures and Interest Money.

10/08/1860 *Perth Courier**Brockville and Ottawa*

MAN KILLED ON THE RAILROAD

We learn from the Gleaner that a man named Luke Haly was killed on the B&O Railroad a short distance above Smith's Falls, one day last week. He was returning home from the village along the track, when a gravel train came up behind him. When first seen he was walking on the side of the track, out of danger, but as the train got within a few rods of him, he stepped on the middle of the track immediately before the locomotive. The whistle was sounded, the brakes put on, and the engine reversed, and the engineer ran out on the platform and shouted to the man, but all of no use — he was run down and horribly mutilated. — Haly was very deaf, which accounts for his not hearing the train and he had been repeatedly warned to stay off the track. No blame whatever attaches to anyone connected with the train.

04/09/1860 *Montreal Gazette**Brockville and Ottawa**Brockville*

Arrival of the Royal party at Brockville. (excerpt)

The Mayor and Corporation, the Warden and County Council, as also other functionaries, Fire Companies, with their engines and about 10,000 people, had consequently been waiting, and most with exemplary patience.

In front of the station, a platform covered with tapestry carpet, had been built and roofed in with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains. There were six triumphal arches, chiefly green spruce trees, in various parts of the town. It was fortunate that preparations had been mad for an illumination, for it was dark when the train arrived. Lanterns and locomotive lights were placed all around the tent and the firemen set fire to their torches, of which there were at least 300. The merchants lit up their windows and the night was almost converted into day.

08/09/1860 *Ottawa Citizen**Brockville and Ottawa**Brockville*

Visit of thr Prince of Wales.

He left his quarters about eight o'clock and drove rapidly to Aylmer without halting. After getting on board the steamer there, he was presented with an address by the people of the village. He then steamed it to the Chats, and from thence proceeded to Arnprior, where he was to lunch with D. McLaughlin, Esq. After unching e was to proceed in the latter gentleman's carriage to Almonte, and then on to Brockville over the Brockville and Ottawa Railway.

A platform covered with a tapestry caropet had been built, and roofed with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains.

It was forutunate that preparations had also been made for an illumination as it was dark when the train which bore him came into the station. Lanterns and locomotive lights were placed all round the tent: the firemen set light to their torches, of which there were at least three hudred

10/01/1861 *Brockville Recorder**Brockville and Ottawa**Brockville*

The Terminus

At last we have the passenger cars arriving at and taking their departure from the river terminus. Brown, Row & Co., have completed their contract on the tunnel section, and only wait the payment of the percentage retained while the work was progressing. A very neat comfortable, and at the same time commodious station house and freight house has been erected at the wharf, as well as a good platform. All these indicate that steady progress has been made, and now the town possesses a railroad terminus in full working order both in front and rear.

Walk on a little way down the wharf. Here upon what used to be the "Block House Island stands the best engine house in Canada. We believe no one will dispute that assertion. It was built by Mr J. C. Foster, well known as a talented contractor. The engine house is circular in form with substantial walls, and a roof as beautiful as it is light and durable.

The building is 156 feet in circumference, and contains a turntable and ten pits for engines. From the bottom of the turntable to the top of the dome the distance is one hundred feet. The roof is supported by twenty trusses abutting into a circle in the centre of the roof, from whence also a flood of light enters to light the building, in addition to numerous windows to the walls. The dome is very ornamental, and is surmounted by a small locomotive. The roof is covered with tin protected by fire-proof paint. In preparing for the turntable and pits, about 600 yards of rock were excavated, and the whole cost is something less than \$20,000, including turntable and other fixings, about \$8,000 less than the Grand Trunk engine house, we believe. Mr Fosters foreman, Mr John Cameron, superintended the work. All in all, the company have a first rate building, and the town a most imposing ornament, for which the contractors are deserving of public thanks.

Now that matters have progressed so well here, we think some little attention should be paid to the extension of the Brockville and Ottawa railroad to the rear. No doubt the position of the Grand Trunk railroad has done much to retard the sale of bonds by Mr. Watson, who has been for some time in England, but it is a pity that a good paying road such as ours is and must continue to be, should suffer in consequence of the corruptions and extravagance of the Grand Trunk. The traffic would be enormously increased if the road could only be carried to Roddy's Bay.

This is reprinted in the the January 18, 1861, Perth Courier.

14/02/1861 *Brockville Recorder**Brockville and Ottawa*

Account of annual meeting of Brockville and Ottawa Railway.

(excerpt from B&O superintendent's report) The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

A statement of the various works necessary to be done during the present year, with the estimated cost of the same is hereby appended.

1861 Estimated Expenditures

Tank Houses and fixtures at Smiths Falls and Franktown -..\$1000

28/02/1861 *Brockville Recorder**Brockville and Ottawa*

Report submitted to County Council of Lanark.

During the year the Tunnel and Wharfage at Brockville has been completed, and permanent track and sidings put down but not fully ballasted.

The widening of the embankment at Mud creek and back Pond has been partially done, and that at Rideau River nearly completed.

The ballasting of the track has also been proceeded with, and with the exception of a few miles near Brockville and Almonte it is sufficiently ballasted for the present.

The side track leading to the Rideau Canal at Smiths Falls has been taken up and removed from the premises of the parties across whose land it passed.

One and one half acres additional ground room has been provided at Perth for alumber yard; the former one not having afforded sufficient accommodation.

About 475 tons of Railway Iron have been delivered on the Company's wharf at Brockville.

The masonry for the Almonte bridge has been built up to a height considerably above high water mark and in such a position that the work can be proceeded with at any stage of the water.

The terminal buildings at Brockville comprising one Station House, one Engine House one freight House and two Work Sheds have been erected and completed with the exception of the Engine House which requires (illegible) painting.

The Engine House is provided with pits for the accommodation of the engines and sufficient room for (illegible). There is (illegible) water tank. (Illegible)

I would beg leave to state that from the want of a sufficient number of engines, our repairs of Roling Stock costs more thanit otherwise would, from the fact that we are unable to give the Engines a thorough overhauling when required.

I consider it totally necessary that at least one should be put upon the Road the present year in order to enable us to do the business that offers.

The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

05/03/1861 *Ottawa Citizen**Brockville and Ottawa*

The Brockville and Ottawa Railway project was set on foot at the same time, and through the management of their members of Parliament, mainly, it is now running from Brockville to Almonte, and in view of the efforts which are now being made, there is every reason to believe, that before twelve months have passed over, that road will reach the Ottawa at Arnprior.

It is useless to ask what has been done by Ottawa for her own protection. Brockville has obtained a railway and is taking away our trade and we, having in every way superior advantages, have not only obtained nothing, but we have not even looked after our Act of Incorporation. We have now to go back to the Legislature, and ask as we did 8 years ago, for an Act to authorize the formation of a Company, and that under the most unfavorable, circumstances If the Ottawa members did not know that it was their duty to look alter the interests of their constituent in a matter so plain and palpable, it must be quite evident that they were not fit to le entitled as members of Parliament, and if their fitness is shown, the facts only prove that they must have had some sufficient object in view for permitting our act of Incorporation to expire. In the old Act all the Directors named were Ottawa men, approved by the subscribers who contributed to the cost ol the survey, and perhaps it was desired to have a change, but ifnot,we will not at present venture to say why the Charter and the land grant were got rid of. The loss to this city of the Upper Ottawa trade, is a serious matter. When the Brockville Railway touches the Ottawa river, we must consider that we are in a great measure at least cut off from the trade of the country above it. Year by year we shall feel it more. Already a very large portion of the Ottawa trade which, till last year passed through this city, now passes over the Brockville and Ottawa Railway.

Now, it must be clear and plain to every person, that if this evil is to be overcome, it we are to bring back aud retain to the City the trade of the Ottawa country, it is not to be done by personal abuse at public meetings and the uttering of trashy drivell by members of Parliament, who are fit for nothing else. It is a common practice to cry out that the place is being damaged if the facts are stated in any matter where they are unfavorable to our members. Of that we have bad quite enough, and this City has suffered quite enough from that, in this already. If some of our people hyave an ungovernable passion for farces we think they might be enjoyed in some way less expensive than ruining the trade ol the City..

Page 2 col 2and 3

In an Act to incorporate the Canada Central Railway company, and to amend the Act entitled an Act to provide for, and encourage the construction of a Railway from Lake Huron to Quebec, " which has very recently become law it is provided, that "so soon as any portion of any of the said railways, (those provided for in the act), not less than twenty miles in length, shall be actually completed in a good and permanent manner, with stations, rolling stock, and other appurtenances sufficient for the proper working of such Railway," that company is entitled to its proportion of a grant of four millions of acres of land, "and if no ungranted lands of the Crown front on the said Railway, then such grant of lands may be made from the vacant lands of the Crown lying within the watershed of the Ottawa river." According to this Act the Brockville and Ottawa Railway is one of the "said railways,"e and it has over twenty miles completed and in operation, with all the materials, machinery and the appurtenances required in terms of the Act. It would therefore seem that the Brockville and Ottawa Railway company may now claim their quota of land.

The total quantity of land to be granted to the several railways forming the Canada Central Railway combination, is four million acres. As already observed, a most important condition is, that "such grant will be made from the vacant lands lying within the watershed of the Ottawa river, " for no vacant lands front on these Railways. The North Shore Railway and St. Maurice Navigation and Land Company, are to have three tenths, - that is one million and two hundred thousand acres,- which will be equal to about twenty full townships. As yet, however, they are not in a condition to claim it. The remaining seven-tenths of the four million acres are to be divided proportionately, according to the number of miles between Montreal and Pembroke, amongst several companies.

But if any of these companies can claim its share of land, "so soon as any portion of the said Railway" be completed and equipped to the extent of twenty miles, then it is clear that the Brockville and Ottawa Railway company, before referred to, may proceed at once and obtain their share of the land; which will amount to about eleven or twelve townships, or twenty odd, ten by five miles' limits.

Now it is plain that if the Brockville company be so entitled to take lands at once, as appears to be the case, they will know enough to select the lands that will pay them best, and as regards limits, they will not be likely to pick out the worst. And it is also perfectly manifest and beyond question that if this Canada Central Railway Act be carried out, according to its own terms, that the several companies which form the combination must of necessity, become the owners of four millions acres of the lands now under license to the lumberers - or that through them, the lands will pass into the hands of parties who will advance moneys to build the Railways. Either this is inevitable, or the Railway Act is a dead letter. The Act of 1856, which granted land to aid the construction of a line of railway from Lake Huron to Quebec, did not limit the section of the lands to the Ottawa Valley, but left the lumberer's country and unmolested. And this Bill makes no provision whatever, for any kind of compensation to the occupant lumberers for their works or improvements. No mention is made of anything of the kind.

It is interesting to contemplate the extraordinary revolution, in the business of this part of Canada, which must take place if this act be carried into effect. Five Railway Companies, or their creditors, will rule the Ottawa Lumber trade. Licenses to cut timber will have to be obtained from them. The present order of things in that trade will disappear. Men holding valuable limits, who have expended very large amounts on dams and slides and roads and other works, will find themselves obliged to bid up against competitors under the auctioneer's flag, and pay for the own improvements. Indeed, it is impossible to describe the results in detail.- it is melancholy, however to think that either we must do without the necessary and most important improvements, or submit to such ruinous consequences to our most valuable trade.

30/08/1861 *Almonte Express**Brockville and Ottawa***BROCKVILLE & OTTAWA RAILWAY.**

Resolved - that the Superintendent be, and he is hereby requested to report in writing at the next meeting of this Board, if any and what reductions can be made in the working expenses of the Road, having due regard to its safety and efficiency.

To the President and Directors of the Brockville & Ottawa Railway Company:

GENTLEMEN - In compliance with a resolution passed at the Meeting of your Board on the 3rd of July last. I beg to report that I do not know how any saving can be made in the working expenses of the Road at present.

The men employed on the Track Repairs are partially employed at Ballasting, Ditching, and completing the construction of the Permanent Way, necessary for the maintenance of the Rails, Rolling Stock, &c.

Repairs of Rolling Stock: this department under the immediate direction of Mr. Cockfield is, I believe, conducted with a strict regard to economy, but from its want of sufficient machinery, the cost of repairs is necessarily greater in proportion to the work done than in shops where the amount of work and the facilities for doing it are more extensive.

I remain Gentleman

Your ob't serv't

(Signed) A. BROOKS,

Superintendent.

Superintendent's Office, Aug. 22nd.

04/10/1861 *Alomote Express**Brockville and Ottawa***BROCKVILLE & OTTAWA RAILWAY****TO CONTRACTORS**

TENDERS will be received, addressed to the Subscriber, to the 8th of October next, at noon, for the putting up a FREIGHT HOUSE at Irish Creek, and a WOOD SHED at Carleton Place and Franktown.

Plans and specifications may be seen at the Railway Office.

ROBT. HERVEY

Secretary

Brockville, 30th Sept. 1861.

20/02/1862 *Brockville Recorder**Brockville and Ottawa*

Much illegible. Gives results for 1861 (Passenger and freight) carried, financial.

28/02/1862 *Perth Courier**Brockville and Ottawa***SNOW STORM.**

On Monday morning last a heavy snow storm set in, accompanied by a stiff gale from the North West which increased during the day to a regular hurricane. The falling snow was driven before the wind in dense clouds, rendering out-door travel or labor next to impossible. It was a fearful day to be out-doors. The train of the B&O Railway from Brockville, due in the evening, did not arrive until Wednesday evening owing to the track being drifted up with the snow. The Grand Trunk track must be completely blocked, and it will probably be several days before the trains can run regular again. The country roads must be badly drifted up.

20/03/1862 Brockville Recorder Brockville and Ottawa

Of late snow has been in the ascendant. A fortnight ago, the railroad tracks and country roads were overwhelmed with winter's fleecy covering. Men and railroad cars were pent up. There was no moving about, and trade came to a standstill.

--

Scarcely have we got out of one "drift" till another comes into view, softer it may be but none the less towering. --

Fortunately the snow plough was kept going, and the trains made pretty good time although the Brockville and Ottawa cars stuck fast in a drift on Monday about two miles from town, when the passengers had to make their own way into town on foot. We do hope the snow season is now at an end.

21/03/1862 Perth Courier Brockville and Ottawa

ANOTHER SNOW STORM

On Sunday last, this section of the country was again visited with a sever snow storm, accompanied with a high wind, and the roads were again blocked up with snow the drifts, rendering travel difficult, and in some places impossible. The cars of the B&O Railway, due from Brockville on Monday evening, did not arrive here until Tuesday forenoon. The weather has again set in fine, and it now looks something like spring. We have probably seen the last severe snow storm for the season.

27/03/1862 Brockville Recorder Brockville and Ottawa

Account of Railroad Meeting at North Elmsley.

13/06/1862 Almonte Express Brockville and Ottawa

THE B. & O. RAILWAY BILL. - The thanks of the people of these United Counties are due to Alex. Morris.Esq., M.P.P. for the activepart he has taken in the House for the passage of the B. & O. R. R.Bill, AS AMENDED, which secures the municipalities in all their rights and priveleges, which it was intended to chisel them out of had the matter not been looked after.

10/04/1863 Perth Courier Brockville and Ottawa

We copy the following article from the Brockville Monitor of Saturday last ...

On last Saturday the Directors of the Brockville & Ottawa Railway passed over their road to Perth and Almonte with the view of ascertaining its condition, and testing their new engine, the "Mississippi", recently purchased. The Directors were accompanied by quite a number of persons connected with the road, and others, the whole party numbering over a hundred. The gentlemanly and indefatigable superintendent of the road, Mr. Brooks, directed the movements of the train; and, as a necessary result, every thing passed off in the most satisfactory manner. There were no delays - no cross-incidents, and the business and pleasures of the trip alternated in the most agreeable way. At Almonte the Directors present treated their guests to a substantial lunch, after which the return voyage was safely perpetrated, the train landing its cargo at Brockville at seven o'clock in the evening.

(long article on B&O finances follows)

19/12/1863 The Union, Ottawa Brockville and Ottawa

Arrangements are being fast perfected, so that in the ensuing spring work will be commenced on the road. Messrs. Bolchow and Vaughan have subscribed for the whole amount of the preferential extension bonds. Two thirds of the creditors have already agreed and signed a document to the effect that they will take bonds for the amount of their claims against the company.--

The company have advertised for a large quantity of wood, ties and rails and have received a number of tenders. They would lie unopened yesterday in Brockville.

It is fully expected that the road will be in running order to Arnprior by next September, when, without doubt a very large increase in traffic may be calculated upon.

More - Perth Standard.

Comment upon the necessity to build from Ottawa to Arnprior.

08/04/1864 Merrickville Chronicle Brockville and Ottawa

Work has resumed on the setion of the Brockville and Ottawa railway between Almonte and Arnprior. The rails, some of which are already on the ground, will be laid during the summer, and it is expected that the line will be completed before next winter.

From the Merrickville-Star Chronicle 28 September 1911

16/06/1864 The Union, Ottawa Brockville and Ottawa

We direct attention to the advertisement of the Brockville and Ottawa Railway Company in another column. The arrangements of the line are now completed so as to connect with the eastern and western trains of the Grand Trunk Railway and the river steamers.--more. - Quebec Daily News.

04/10/1864 The Union, Ottawa Brockville and Ottawa

Brockville and Ottawa Railway - This company informs the people of the Upper Ottawa that they will be in a position to convey passengers and freight on or about the 1st of November. Opposition will then commence between three rival lines - the cars with the Union Forwarding Company to Arnprior, and the Gould line from Arnprior up. From that wharf it is said a steamer will be built to connect with their own line via Pembroke.

06/10/1864 Brockville Recorder Brockville and Ottawa

I have searched the sherriff's office, and find that a warrant is in the hands of the sherriff directing him to take from the township of Elizabethtown the sum of two thousand eight hundred and eighty-eight dollars on account of interest due on debentures issued to aid the Brockville and Ottawa Railway Company and I am informed and believe that the Clerk of the Corporatin of Elizabethtown is now striking the rate to be levied on the Twnship. I think that the Company would see the injustice of alwing a tax to be levied to pay this sum. In allowing it they are breaking faith with the corporation which aided them in building their Railway.

More.

09/12/1864 Perth Courier Brockville and Ottawa

OPENING OF THE B. & O. RAILWAY TO ARNPRIOR.

Another step in the ladder of advance has gained by the Brockville and Ottawa Railway Company, in opening up the line to Arnprior ; and the future advancement and prosperity the Company will now, doubtless be greatly furthered and increased. On the 6th inst., trains commenced running regularly in direct connection with the older trains, and the time has accordingly been changed to suit all places and stations. A grand demonstration was given last night to the Company by the people of Arnprior; but we have not yet heard the particulars.

09/12/1864 Ottawa Citizen Brockville and Ottawa

Advertisement Brockville and Ottawa Railway. On and after Tuesday 6th December trains will run regularly between Brockville and Arnprior. Connections etc.

OPENING OF THE B. & O. RAILWAY TO ARNPRIOR.

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20/05/1865 *Almonte Gazette**Brockville and Ottawa*

First annual report of the Bondholder's Management of the Brockville and Ottawa Railway Company for the year ending 31st December 1864. Engineer and Superintendent's Report. Full details pages 2 and 3.

12/06/1865 *Ottawa Citizen**Brockville and Ottawa*

A vast amount of traffic has been taken away from Ottawa by the B&O Railway. The statement is quite correct. The amount of business done by the road in freight as well as passenger is very large. It is no doubt a subject of great regret to the Ottawa people that they did not take the initiative in building a line of railway to Arnprior, and thereby secure the great amount of business and travel from the Upper Ottawa. Globe.

24/06/1865 *Almonte Gazette**Brockville and Ottawa*

TRAFFIC BY THE B. & O. RAILWAY TO THE UPPER OTTAWA - a correspondent writes as follows :- "in a communication to the globe of a recent date, there is mentioned the fact that a vast amount of traffic has been taken away from Ottawa by the B. & O. Railway. The statement is quite correct. The amount of business done by this road in freight as well as passenger traffic is very large. It is no doubt a subject of regret to the Ottawa people that they did not take the initiative in building a line of railway to Arnprior, and thereby secure the great amount of business and travel from the Upper Ottawa."

With the present Railway communication to the Ottawa, and a knowledge of the businessman of Brockville in the minds of the people of the Ottawa Valley, Brockville will not only take a large trade in this district but will shortly become the depot for supplying the Upper Ottawa country with all kinds of merchantable goods.

08/07/1865 *Almonte Gazette**Brockville and Ottawa*

The 12th of July

The B. & O. Railway Company, ever ready to accommodate the public, will run excursion trains, and issue tickets on the 12th of July, good to return the next day, for one fare. Parties wishing to visit Brockville or Perth on that day will be glad to hear of this intention on the part of the Managing Director of the Road - See advertisement.

08/07/1865 *Ottawa Citizen**Brockville and Ottawa**Arnprior*

B&O Railway. A correspondent says the section of this road from Arnprior to Sand Point is progressing ?? under the contractor's hands, but it will not be opened for traffic, as far as appearances betoken, this fall, and probably not until the season of 1866. The running of trains to Arnprior has been of marked benefit to this portion of the county in the manner of keeping down the price of flour. In former years flour was, during the early summer season, generally in the hands of a few merchants or millers, who asked any price they chose, but the easy transit of the railway has been the means of large quantities being poured into the county, to supply the great deficit which has existed in this section of the country for the past two years.

13/07/1865 *The Union, Ottawa**Brockville and Ottawa*

Mr. Alexander Morris, of Perth, has resigned his seat as a Director of the Brockville and Ottawa Railway Company. A train was recently advertised to run on Sunday between Perth and Pakenham for the accommodation, avowedly, of such members of the Wesleyan Church as wished to attend a camp meeting at the latter place; but the Wesleyans of Perth refused to desecrate the Sabbath, or have anything to do with the train, and brought the matter to the attention of Mr. Morris. That gentleman immediately telegraphed to the managers at Brockville, protesting against the proceedings and recommending a reconsideration of the matter, and as the Manager refused to do so, resigned his seat on the board. The Methodists have also protested against the action of the Manager.

25/08/1865 *Perth Courier**Brockville and Ottawa*

NEW LOCOMOTIVES - The proprietors of the Kingston Locomotive Works have lately delivered over to the B. & O. Railway Co., two fine, well-built locomotives, which have been for some time in the course of construction. They are allowed to be in every respect, equal in workmanship and finish to any manufactured on the continent for the purpose they are intended. They will be an important addition to the rolling stock of the road.

28/08/1865 *The Union, Ottawa**Brockville and Ottawa**Jelly's crossing*

On Thursday afternoon as the afternoon train from Arnprior was running south to Brockville, a serious accident occurred at Jelly's crossing. Distant some sixteen miles from town. William Lamb was driving over the crossing in a buggy, and his horse hearing the engine approach became restive, and refused to proceed. Lamb whipped his horse in order to compel him to leave the way, so that he might not be killed, instead of jumping out and looking after his own safety. Presently he did jump out, we understand, but too late; and had one leg cut off at the thigh, and another above the ankle. The engine driver, James Fitton, a most respectable and careful man, slowed the train as well as he could and rung the bell; but was still enabled [sic] to prevent the accident. No blame, we learn, can be attached to him in any shape; and the mishap is regarded as purely accidental. Strange to say the horse escaped almost uninjured, although the buggy was smashed to pieces. On the arrival of the train in Brockville, Drs. Edmondson and Gordon were promptly forwarded by rail to assist the injured man. Accidents on the Brockville and Ottawa line are exceedingly rare, the road being managed with the utmost carefulness and method. Since the above was written we learn that Lamb died about two hours after he sustained his injuries. - Brockville Monitor.

12/09/1865 *Ottawa Citizen**Brockville and Ottawa**Sand Point*

Brockville and Ottawa Railway Company. The road finished to Sand Point, on the Ottawa River, seven miles from Arnprior, will be opened on Tuesday next, and the company are going to place a small steamer for passengers to run from that place to Portage du Fort, on the Upper Canada side. Gould's Landing, in connection with the stages leading to the steamer on Muskrat Lake and so on to Pembroke, reaching that place from Brockville on the same day. This is a new era in the transit up the Ottawa from the St. Lawrence. The route of the Union Forwarding Company will suffer considerably from this.

13/09/1865 *Hamilton Times**Brockville and Ottawa*

The next morning we took the six o'clock train on the Brockville and Ottawa line for Arnprior. To many the very outset of this trip was a novelty, the cars running through a tunnel which has been excavated from the depot underneath the whole extent of the town northward. As in the case of the Grand Trunk line we found the country through which the railway passed suffering severely from the ravages of fire. In some places I noticed fenced for miles completely consumed. Passing through Carleton Place, Smiths Falls - a great lumbering locality - and Almonte, we at length reached our destination and proceeded to walk through Arnprior.--

The Brockville and Ottawa Railway Company finding immediate necessity existing for means of conveyance for freight from Sand Point the present terminus of the road and Gould's wharf, and not feeling to wait for the construction of a steamboat on the Ottawa concluded to borrow one from its big brother, the St. Lawrence, and lifting it bodily out of that river, they placed it on railroad trucks and conveyed it over the whole road whole and entire. It was at once launched on the bosom of the old father Ottawa, and in a day or two commenced its trips. The steamer is not a very large one.

30/04/1866 *The Times, Ottawa* *Brockville and Ottawa*

B. & O. Railway annual report for the year 1865. Gives details of mileage operated, equipment numbers, staff, finances etc. Brockville Monitor.

18/10/1867 *Almonte Gazette* *Brockville and Ottawa* *Alexandria*

A NARROW ESCAPE - The villagers have no doubt by this time heard of the narrow escape of a young man named James Dodd, who, while walking across the railroad bridge on Friday last, slipped and fell through, a distance of thirty feet, striking in his fall one of the piers, but, most miraculous to say, only received but a slight wound. The 11 a.m. train was just coming along at the time - the young man looked back, and missed his step - hence the accident.

Now a word of caution would not be out of place in this paragraph, and that is: That every parent in this village should forbid their children, and those under their charge, from ever crossing over this treacherous bridge, as it is, without doubt, not in a proper condition for pedestrians and more particularly at this season of the year.

We would suggest that the villagers in general petition the Brockville and Ottawa Railroad Company for leave to construct a pathway across the railroad bridge, fenced on each side with a railing, which would be quite ornamental to the bridge, and also be an ornament to the village.

18/10/1867 *Almonte Gazette* *Brockville and Ottawa* *Prescott*

DEATH ON A RAILWAY TRAIN - On Wednesday night, whioe the down express was at Prescott Junction. A young man, a passenger on board named McMillan, who was returning from Barrie to his home in Lochiel, Glengary, and who had been ailing for some time, died on the train. He seemed to choke rather suddenly, and died at once. This occurrence created considerable excitement among the passengers on the train

01/11/1867 *Almonte Gazette* *Brockville and Ottawa*

THE B. & O. R.R. - Parties interested in the prosperity of this Road, will no doubt be well pleased to hear that the proceeds of the freight and passenger traffic, &c., for the month of september, this year, exceeds, by nearly four thousand dollars, that pf the corresponding period of last year. And, by all accounts, an increased revenue is anticipated hereafter. - Brockville Monitor.

13/12/1867 *Almonte Gazette* *Brockville and Ottawa*

A MIDNIGHT NAP ON THE TRAIN. - On last Saturday afternoon the up train on the B. & O. Railway met with a little mishap, on account of one of the driving wheeks of the locomotive getting off its axle, somewhere between Franktown and carleton Place. It was about 2 a.m., Sunday before it arrived in Almonte.

31/01/1868 *Almonte Gazette* *Brockville and Ottawa*

BROCKVILLE & OTTAWA RAILWAY - We understand that the Directors of the B. & O. R. R. have introduced Mr. Vaughen's patent car-coupler on their line. By all accounts, it is a most excellent invention and if universally used willl prevent many accidents, The car coupler has already been patented in the United States.

IRON MINES - The Dalhousie mines turn out daily, about fifty tons of iron ore, which is shipped , per Brockville and Ottawa Railway, to Cleveland, Ohio.

28/02/1868 *Almonte Gazette* *Brockville and Ottawa*

THEFT. - A thief visited the station house, in this village on Monday last, and helped himself to \$29. The party in charge of the depot at the time, left the room for a few minutes on business, and on returning found the money gone. We would advise the thief to send the money back, privately, as he is known - and may yet be brought to grief.

03/04/1868 *Perth Courier* *Brockville and Ottawa* *Almonte*

(excerpt from B&O annual report for 1867) ...the tank-houses at Bellamy's and Almonte were destroyed by fire, and had to be rebuilt; ...

19/06/1868 *Almonte Gazette* *Brockville and Ottawa*

B. & O. RAILWAY. - We understand that the B. & O. Railway Company are now running a regular lumber train, daily, between Carleton Place and brockville. This train leaves Carleton every moring at 5.30, and accomodates passengers. Parties along the main line will thereby be enabled to reach Brockville in time to take passage on board the Mail Line of steamers at 9.30 going either East or West. This will be a great accommodation to the travelling public. - Courier.

03/07/1868 *Almonte Gazette* *Brockville and Ottawa* *Snedden*

THE TRACK ON FIRE. - On Tuesdy last, a large quantity of wood - some eighty or one hundred cords - on the line of railroad, a short distance north of Snedden's station, caught fire from some unknown cause, and being in close proximity to the track, it communicated with the ties thereof. The excessive heat of the fire caused the rails to expand , and become loosened flrm their position The train going south was delayed some three or four hours, untill the damage was repaired.

10/07/1868 *Almonte Gazette* *Brockville and Ottawa* *Pakenham*

HORSE KILLED. - The storm on Monday last having in many places blown down fences on the line of the B. & O. Railroad, accidents to animals it was feared would take place, and we are sorry to understand that such has been the case. Mr. James Timmings, living between Pakenham and Snedden's had a mare killed and cow nearly so, by the accommodation train from Brockville to Sand Point.

31/07/1868 *Almonte Gazette* *Brockville and Ottawa* *Pakenham*

STEALING CLOTHES. - During the night og Wednesday last, Mr. John Burke, section master of the B. & O.R. at pakenham, had all the family washing, including some belonging to borders, taken off the line near his house, which is built beside the track, close to the tank

21/08/1868 *Almonte Gazette* *Brockville and Ottawa*

Full account of the Annual General Meeting.

It is proposed by the Manager to build a new Iron Girder Bridge at Carleton Place, as one of this year's renewals, and a turntable at Perth, which, it is expected, will be all the renewals necessary

21/08/1868 *Almonte Gazette* *Brockville and Ottawa* *Arnprior*

KILLED BY THE CARS,- On Tuesday last, a brakesman on the B. & O. R., named George Phillips was so much injured by his head coming into contact with a bent in a bridge, under which the train was passing, as to cause death. It appears that, as the noon train to Sand Point had left Arnprior station while passing under a small bridge, Phillips, who was on top of a box car, from some unaccountable reason not observing the danger, received a blow on the temple which threw him back upon the car, where he lay, without being observed, till the train reached Sand Point. Medical assistance was procured, but little could be done for him, and on Wednesday he was removed to his home at Irish Creek, where he died the same day. He was a young man and unmarried.

A Prosperous Railway.

The returns of the Brockville & Ottawa Railway keep showing a steady increase month after month. This fact is evidently the result of two other facts; the growing importance of the trade of the Upper Ottawa, and the gradual but nevertheless sure transfer of that trade from Ottawa to Brockville. This Railway was begun and completed under great difficulties, but it has now before it a sure prospect of proving a successful paying institution.

Of late years the mention of the word "Brockville" grated on Ottawa ears. We did not want to hear of its prosperity for we felt that it was poaching upon our ground and growing fat upon trade that rightfully belong to us. Nor were the praises of the Brockville & Ottawa Railway, of its excellent management, of its smoot -running, and general prosperity, one whit more agreeable to our taste. We felt that their enterprise contrasted but too painfully with a supineness, and we were not anxious to hear of the Brockvillites and their doings. Now, happily, all this has changed. The Canada Central Railway will place us in quite as direct communication with Arnprior as our rival. When the line to Carleton Place is completed we will have a fair opportunity of renewing our business connections with the Upper Ottawa.

Brockville will thus be the loser by this new enterprise. On the other hand, however, that enterprising town will gain by being placed in more direct communication with the capital.-Ottawa News.

30/10/1868 *Almonte Gazette**Brockville and Ottawa**Almonte*

ACCIDENT - On Thursday last, as Mr. Matthew McFarlane was in the act of coupling two lumber cars at the depot, in this place, he unfortunately got his head severely jammed between them. Although considerably bruised, it is hoped that he will soon be at his duties as usual.

20/11/1868 *Almonte Gazette**Brockville and Ottawa**Sand Point*

FATAL ACCIDENT IN SAND POINT. - We are informed, by telegraph, of a fatal accident which occurs in Sand Point yesterday, which resulted in the death of Thomas Daniels, an engine driver on the B. & O. Railway. From what we could learn of the unfortunate occurrence, it seems that Daniels was engaged in "shunting" cars for another driver, and while in the act of coupling, by some means or other, was thrown down on the track, the cars passing over him and causing instant death. This is all the particulars we have yet learned.

04/12/1868 *Almonte Gazette**Brockville and Ottawa*

REMOVAL OF STATION MASTERS. - A correspondent of the Perth Expositor intimates that the station-masters at Irish Creek and Smiths Falls are to exchange places, Mr. Sparham going to Irish Creek, and our old friend, Mr. James McAdam to take charge of the Smiths Falls Station.

01/01/1869 *Almonte Gazette**Brockville and Ottawa**Smiths Falls*

Smiths Falls

The B. & O. R. Co. often change their baggage Master here - one nearly every three or four months. They have now a new man and it remains to be seen how long he will stay. The work to be done is more than at any station along the route. We have watched the business at most of the stations, and from personal observation I can safely assume the man who does the duties here ought to be paid equal with any other in a similar position in the employ.

I think if it Company did right there would be two men here as it is as much as one can do to pile the wood for the engines and clean the lamps, leaving the switches to be attended to by the baggage master. You have no idea what an amount of work is to be done; there is not time enough allowed to offer up hardly a prayer in a morning if the party be so inclined but more by and by.

Yours Tim.

26/03/1869 *Almonte Gazette**Brockville and Ottawa**Smiths Falls*

FIVE HORSES KILLED - Five horses were killed, last night, near Smiths Falls, by being on the track as the train was passing. They were the property of a Mr. Henly, a farmer in that neighbourhood.

26/03/1869 *Almonte Gazette**Brockville and Ottawa*

BROKEN CAR WHEEL. - The evening train on the B. & O. road, on Saturday last met with an accident, by the breaking of a wheel of the tender, which delayed it until Sunday morning. An engine, from Sand Point finally arrived, and brought the train through.

HAY BURNED. - On Saturday evening last, as the train was nearing Smith's Falls station, some sparks from the engine communicated fire to a car load of hay. As soon as the fire was discovered, the train was stopped and the cars uncoupled, but the fire had gained such headway that little could be done to stay its progress, and the whole two car loads - about ten tons - was speedily consumed. The cars were not much damaged. Loss, two hundred dollars. The employees and passengers deserve credit for the manner in which they labored to extinguish the fire. But for their exertions the whole train might have been consumed.

02/04/1869 *Almonte Gazette**Brockville and Ottawa*

TWO TRAINS. - The railroad company placed an additional train on the road on Monday last. The two regular daily trains, arriving and departing, make things more lively and business-like. The corrected time table will be found in another column.

23/04/1869 *Almonte Gazette**Brockville and Ottawa**Pakenham*

ACCIDENT. - We learn that a brakeman on the B. & O. R. was considerably injured at Pakenham last week, while engaged in coupling cars.

19/06/1869 *Almonte Gazette**Brockville and Ottawa*

CHANGE OF TIME. - On Monday next the 21st [sic] inst., there will be a considerable change made in the running of trains on the B. & O. R.R.. There will be four daily trains, North and South, on the main line; they will pass through Almonte as follows: Train No. 1, exprss, going north, 8.07 p.m.; No. 2, express, going south, at 7.10 a.m.; No. 3. mixed, going north, at 10.40 a.m.; No. 4 mixed, going south, at 4.16 p.m.; No. 5, freight, going north, at 11.35 p.m.; No. 6, going south, at 4.39 a.m.; Nos. 7 and 8 are freight trains from Carleton Place to Brockville.

30/10/1869 *Almonte Gazette**Brockville and Ottawa*

RAILWAY EXTENSION.- The County Council of Renfrew have nominated a committee, composed of the Warden of the county, D. Stewart Esq., and two other gentlemen, to proceed to Brockville, to confer with the President of the Ottawa and Brockville Railway as to what measures can be devised to extend the Brockville and Ottawa line to Pembroke.

12/02/1870 *Almonte Gazette**Brockville and Ottawa**Almonte*

UNFORTUNATE ACCIDENT

We deeply regret to have to record a very unfortunate accident which occurred to John Scott, Esq., on Wednesday evening last. Mr. Scott, who is station agent on the B. and O. Railway at this place, was in the set of carrying his little granddaughter from his own residence to that of the child's father, and while crossing the railroad track, on the sidewalk, he tripped and fell on the hard icy knoll that had been allowed to collect between the rails. In his efforts to prevent the child from being hurt, Mr. Scott was thrown with greater force, and falling upon one leg, it was broken at the thigh. Dr. Patterson was immediately in attendance and set the broken limb. The numerous friends of Mr. S. will deeply regret his misfortune - all the more so from the fact that being somewhat advanced in years, his sufferings will be more intense.

Sabbath Breaking

On Sunday last the usual tranquility of the sacred day was much disturbed by the sonorous whistle of the locomotive of the B. & O. Railway which it appears was busying itself along the line, and especially in the lumber yard in close proximity to our village, where it kept up a continuous hubbub during the greater part of the afternoon, This singular proceeding on the part of the managers of the Brockville and Ottawa Railway cannot fail to reflect great discredit on them and shows a very bad example to all business communities, and encourages their employees to the unchristian habit of Sabbath breaking. As this is not the first time that the same company has been guilty of the grave offence it is sincerely hoped it will be put a stop to

14/05/1870 *Almonte Gazette**Brockville and Ottawa**Brockville*

Fatal Accident -Thomas Grenan, switchman in the B. & O. R.R. yard, Brockville, while shunting the train on Thursday, slipped and fell to the ground, when the train passed over him, killing him instantly. He was an old employee on the road and held the position of switchman for the past two years. He was about 30 years of age.

15/07/1870 *Perth Courier**Brockville and Ottawa**Brockville*

Burning of the B. & O. R. R. Round House, Machine Shops, &c.

(From the Brockville C. Canadian)

It is our painful duty to chronicle the burning of the property of the Brockville & Ottawa railway, at Brockville on the night of Thursday the 7th instant. At about 9 p. m., the fire was discovered in the Store house, which is a building build of wood, running north from the Round-house and attached to it; this store-house was locked, and we understand that the fire was seen by the watchman some time before he had courage enough to break the door open. The fire engines were promptly on the ground and considering the difficulty of getting their hose to the place on account of the piles of lumber, were doing pretty well. As they were playing on the fire with some hope of extinguishing it, the locomotives were ordered out of the building and the hose had to be taken up and the fire engines ceased playing. Nearly 30 minutes were lost before commenced again [sic] and the fire by this time had reached the Round-house itself, and the whole of the building was a mass of flames. It was a magnificent and awful sight, the great fire lifting itself step by step and gathering fury at every step, the river like a mass of molten iron, the shipping seen amidst the flames like a forest of gaunt pines all combined to render the scene truly sublime. - Presently the roof of the Round-house gave away, and the fire seemed to increase in fury. The shipping moved from their stations. The little Prince Alfred got up steam and was sent to Ogdensburg for the steam fire engine. This, however, was not required, as the flames were got under [sic] after immense labor on the part of the fire companies.

The loss is estimated at about \$50,000 but probably \$100,000 would be nearer the mark. The machinery, one locomotive, several cars in a state of manufacture, together with much valuable property and a great quality of lumber were destroyed.

Too much praise cannot be given to Mr. Abbott the energetic manager of the B. & O. R., for his untiring exertions and labor on that eventful night. It is perhaps to be regretted that no engine or fire company belonging to the Brockville and Ottawa Railway has been organized, but no doubt it will be. Holly's patent force pump placed in a small steamboat would throw a very large stream of water over all the buildings and could be moved about to any point on the premises. These pumps are so powerful that in many places and they are the only waterworks, such is the case in Lockport, Ogdensburg, Auburn and many other places, and we commend a study of their excellence to the Mayor of the Town of Brockville and the Manager of the B. & O. R. R.

THE ROUND HOUSE (B. & O. R. R.) BURNED.

An Immense Loss to the Company.

It is our melancholy duty this week to record one of the most destructive conflagrations which has ever taken place in Brockville. On the evening of Thursday the 7th inst., a little before nine o'clock, the alarm of fire was rung out from the Court House bell. In a few minutes after, the whole heavens were illuminated by flames of the most lurid description, belching forth from the workshops and round house at the river side, belonging to the Brockville and Ottawa Railroad Company. When first seen the fire but of small dimensions, and was confined to the store house. The store house was situated near the round house, where some two or three of the hands were employed at the time. On discovering the fire every exertion was made to subdue it, and at one time it was thought that the danger was past. The nature of the material amongst which the fire originated, waste cotton saturated with oil, was such however, that it was speedily seen that the fire was likely to spread, and the alarm was consequently given, while every effort was at the same time being made to subdue the flames, which still kept spreading wider and wider, till the workshops were wholly enveloped in one grand red glare of flame, followed soon after by the burning of the Round House.

The fire engines were soon on the ground, but in consequence of a train lying on the track, some time elapsed before they could be brought into play, and even when they were in proper working trim, great difficulty was experienced in getting men to work the brakes, as, although have three fire engines, there is only one organized company. After the firemen in attendance had worked themselves out, and no sufficient number of volunteers offering, and it being of the utmost importance to keep one engine going at least, an offer was made by H. Abbott, Esq., the active Managing Director, to pay the men by the hour for working at the brakes. This had the desired effect of securing a few hands, but the lesson again taught by such apathy in time of peril and danger is this—that the sooner a steam fire-engine is procured all the better for the inhabitants of the town. Human muscle, though ever so willing, will wear out, while steam will last so long as the engine is fed, and there is little or no trouble required - nothing beyond what a mere boy could attend to. Had there been a steam engine in town, in all probability the fire of Thursday evening would have been subdued before the Round House was touched, at all events before the workshops were destroyed.

The wharves all around the depot were covered with lumber, and it was miraculous how so little of it was consumed. Very fortunately before the fire broke out, a heavy rain had fallen, and a light rain continued to fall during the time the fire was in progress. But for this circumstance, we do not believe a single board of timber of the entire lot lying on the wharves would have been saved, and in that case the vessels loading the lumber would have been destroyed also. The rain and the breeze being rather down the river saved the lumber lying on the north side of the track, although about 50,000 feet on the south side were burned, as well as the wharf on which it was piled.

What the loss may be to the Railroad Company can scarcely as yet be known. The workshops, with their fine and expensive machinery, are entirely destroyed. The round house and turn-table, in which were several cars nearly completed, as well as a locomotive, are also destroyed. The loss probably will not be less than \$100,000, which is only one-fourth covered by insurance.

There is no insurance, however, against the loss of work and tools by the hands employed, numbering about eighty. Hundreds were dependent on these men, and unless work is speedily found a great deal of suffering must be experienced. As to the intents of the company in respect to rebuilding, nothing is yet known, but in all probability the workshops will not again be located in such close proximity to the lumber—perhaps at the Junction, where land can be purchased at a reasonable rate.

The following is a portion of the property destroyed: 1 locomotive, 2 passenger cars and 7 box cars, all intended for the Canada Central Railroad; 1 sleeping car, half finished, 1 stationary engine, 50 car wheels, a large quantity of dried lumber, and about \$8000 worth of Machinery.

— Recorder

23/07/1870 *Almonte Gazette**Brockville and Ottawa**Brockville*

THE FIRE AT THE ROUND HOUSE.

In giving an account of the fire last week, we stated that the fire had originated amongst "waste cotton, saturated with oil." This was a mistake arising from misinformation, as there was no such material in the building. Mr. Jennings has charge of the store house, and a more correct or careful man cannot be found. He understands his business well and has always guarded against the collection of anything around him that would tend to germinate spontaneous combustion. The cause of the fire remains a mystery still, although it is generally thought now - that it must have been caused by a spark from a steamer or locomotive lodging somewhere about the store house. It is impossible for any public concern to be more carefully managed than the Brockville and Ottawa Railroad and its works, arising from the watchful care of the managing officers, which carefulness descends to the humblest workman on the road.

Recorder

27/08/1870 *Almonte Gazette**Brockville and Ottawa*

Off the Track - the night train ran off the track between Almonte and Arnprior. Some eight or nine cars, mostly lumber trucks, were displaced and considerably damaged. Fortunately no one was injured.

02/09/1870 *Perth Courier**Brockville and Ottawa**Pakenham*

SMASH-UP ON THE B. & O. RAILWAY.

Via telegraph, we just learn (10:30 a. m.) that a mixed train ran off the track on the Brockville & Ottawa Railway this morning, about three miles north of Pakenham, on its way to Brockville, causing a sudden disarrangement of the trains, and occasioning considerable damage to itself - smashing three loaded cars, we are informed, literally to pieces, their contents bearing company, and badly damaging both the van and passenger car attached, the brakeman barely saving his "scalp" by bolting into the passenger car at the instant of accident. Cause of accident is said to be a defective truck of one of the loaded cars. No one hurt; but the event, as we have said, has been the means of disarranging the trains for the day - occasioning the regular train to and from Sand Point to lie over at Arnprior, and the Perth train on arrival Smith's Falls, to take its place from there to Brockville, besides necessitating the dispatching a special train to their (the damaged train's) assistance, and obliging the regular following, from Brockville, to tarry at Pakenham to await further orders. Thanks to the thoughtful Manager of the road, however, we have not been discommoded by the Perth train proceeding to Brockville instead of returning, immediate arrangement being made for the mails to come through from Smith's Falls by team - the same thoughtful arrangement being made for the satisfaction of the passengers. - Whether we will have a train from here as usual this evening is not yet certain, but one there will be, we are assured, if at all possible.

17/09/1870 *Almonte Gazette**Brockville and Ottawa*

CHANGE OF TIME

A new timetable for the B. & O. and C.C.R. has just been issued, going into effect on the 16th, when the trains on the latter road began their regular trips. It will appear in our next issue, want of space compelling us to lay it over for one week,

Time Table

CANADA CENTAL AND BROCKVILLE & OTTAWA RAILWAYS

On and after Friday the 16th September inst., through trains will run over these roads as follows:

EXPRESS TRAINS

Will leave Ottawa at 9 a.m., and 5.35 p.m. The train leaving at 9 a.m., will connect at Brockville with the Grand Trunk Express going west, and at Sand Point with the Union forwarding and Railway Company's steamers for Portage du Fort, Pembroke, &c.

EXPRESS TRAINS

Will leave Brockville at 8.05 a.m., and 4.40 p.m. The 4.40 p.m. train will await the arrival of the Grand Trunk Mail Trains going East, if late making a certain connection for mails and passengers for Ottawa.

Express trains will pass Almonte, going south at 10.07 a.m., and 6.42 p.m., connecting at Carleton Place with express trains for Ottawa.

HOLIDAY EXCURSION

The Annual Holiday

So generously allowed by Messrs. B. W. Rosamond & Co., to their large number of employees, was given on Saturday last, with an excursion to Sand Point by rail and thence by boat to Gould's Landing, on the Ottawa. Having been invited, ...we gladly availed ourselves of the opportunity of doing so. As train time approached (10:44 a.m.), a large number of excursionists, numbering, we should say, not less than five hundred had collected at the station

The arrival of the train was the occasion of a general stampede for seats; and although seven passenger cars were provided, very many were compelled to stand throughout the trip. ...we soon left Pakenham behind and arrived, somewhat abruptly, at Arnprior.

As the train had cleared the bridge over the Madawaska, and while rounding a small curve in the road, the three last cars were THROWN FROM THE TRACK and went bouncing over the rough ties at the unpleasant rate of twenty miles an hour, causing a general terror and consternation among their occupants. After running in this way for about two hundred yards, the coupling between the third and fourth cars was, most providentially, broken by the great strain upon it, and the three dislodged cars were left behind. A hasty exit was made by everyone. ... for a distance of fifty feet, the ties were literally torn to atoms by the wheels, the ground plowed up, and the track displaced. The front car leaned to one side at an angle of forty-five degrees; had it gone 10 yards farther it would have lain on its top in a hole on the road side. The cars were twisted and shook considerably, but received no very great damage. The passengers were all unharmed, but greatly frightened, as well they might be.

The conductor, Charles Spencer, Esq., a courteous and obliging gentleman, after ascertaining that no one was hurt, proceeded with the remainder of his train to Sand Point, returning immediately for those of the party who had been left behind. The delay occasioned by the accident was not more than one hour,

About one or two hours was spent at Gould's Landing, when the party embarked on the return trip, arriving at Sand Point at six o'clock. Here we were informed that no trains had arrived during the day, on account of the damage done the track by our train in the morning. Conductor Spencer, the section master, and a number of men were busy during the day relaying the track, but had not yet got it completed.

Shortly after 12, a train arrived, and in about an hour more we were all en route for home, where we arrived about 3 o'clock Sunday morning.

Excursion. An entirely unexpected influx of visitors to Ottawa occurred yesterday. They came from Sand Point, Almonte, Carleton Place, and all stations between Ottawa and the first named place; the object of the excursion being to raise funds towards the building of a Methodist Church at Sand Point. Ottawa was scarcely aware that she was to be invaded by the very welcome people from that section of the country, until they marched into town from the Canada Central Station, and even then there were many queries exchanged as to who they were, and what their object was. The train on which they came arrived at about 1 o'clock. There were eight cars, four passenger cars and four wood cars, crowded full of lady and gentleman excursionist, the fair sex, we think being the majority. Every carriage and 'bus at the station was immediately besieged, but they could accommodate only a comparatively small number. The streetcars lost a rare opportunity of filling them money boxes. Had they had a half dozen of cars waiting at Pooley's Bridge they would all have got more passengers than they could carry. But the company was ignorant of the excursion. The ladies from Almonte and surrounding country are evidently, as they are everywhere, fair, fresh and beautiful, and the masculine companions hardly looking as the trees of the forest.-- Ottawa Times.

BROCKVILLE AND OTTAWA RAILWAY

Since the opening of the Canada central from Carleton Place to Ottawa the business of the B. & O. R. seems to have increased very much. Trains are passing Almonte at almost all hours of the day and the quantity of freight which they carry is some thing enormous. The passenger traffic is also very large and is likely to continue for some time to come, altogether the business prospects of these two roads are extremely brilliant.

Excursion to Ottawa.- on Friday last, an excursion to Ottawa, took place under the auspices of the M. A. Church of Arnprior, the object being to raise funds for the erection of a new church in that village. The train passed through Almonte at 10 a.m. and a large number of Almonte people turned out and joined the excursion. It had been understood that a sufficient number of covered cars would be provided for the occasion, but the excursionists were woefully disappointed in that respect, the majority of the cars being open lumber trucks. On the way down the passengers occupying these were well nigh blinded with smoke and dust, and complaints were loud and frequent at being treated in such a shameful manner. On arriving in Ottawa, the order of the day was "every man for himself" &c., the members of the committee (if there was such a thing) were invisible. A drizzling rain came on in the afternoon, and when the passengers returned to the station there was no remedy but to "rough it" home in the open lumber trucks. On the way back some managed to stow themselves into freight cars, while a large majority were exposed on the open trucks to a heavy rain which continued all the way home. The excursion was, to say the least, a most wretched affair, and certainly reflects discredit on the parties who got it up. It was rumoured on the train that the church committee had netted a snug little sum by the transaction. If such be the case they must be conscious that they did so in a most discreditable manner, as it was a clear case of raising money under false pretenses. The next time the M. A. Church of Arnprior, get up an excursion we venture to say that the proceeds occurring there from will be exceedingly small.

If the wisdom of the Town Council at rowing off the taxes on the workshops of the Brockville and Ottawa Railroad was ever doubted, a visit to the extensive buildings now

being erected on the site of the late fire, would at once dispel all doubts on the subject. Nor are the buildings in course of erection of the tumbledown flimsy kind. They are of the most substantial character. Strong and well built stone foundation, with solid and well built brick walls. The stone used is the Perth stone, with water lime being used in cementing them together.

The company are building the workshop under their own superintendence, that is, they have not given out the work by contract, but employ two foremen of known ability, Messrs. Menzies and Scott, who lay out the work, superintend the builders and labourers, to all of whom they pay very high wages, some of them as high as three dollars a day. In fact, xxx, who thought to take advantage of the season? and the desire of the Manager of the road to having the walls closed in this fall, xxxxxxx employ, because they could not induce the manager to pay them four dollars per day.

The Round House has also once more assumed its old appearance, although the interior is yet unfinished. At present, however it serves as a workshop to blacksmiths and carpenters, as well as doing duty with the turn-table which has also been restored to its place.

The principal workshop is 271 feet in length by fifty-five in breadth. The building lies on the south-east side of the track, and will be divided to at least four divisions, the apartment nearest the river, being intended for the blacksmiths, to which a track is laid for, the purpose of carrying the iron used in the workshop and placing it just where it will be wanted. There will also be a fitting department, in which cars will be fitted up ready for use. Next a joiner's shop, where all the wood work required will be prepared. There will also be a shop for fitting up the machinery of engines, &c. To this building there will also be attached a tank and stationary engine house. On the north-west side of the track another large building is being erected. This is intended for a paint shop, a store shop, and offices for the foreman.

Mr. Scott of Montreal is the architect of the buildings. While on the premises, Mr. Cockfield, the mechanical manager, kindly showed us some of the most intricate and expensive machinery which are to form part of the furniture of the machine shop. One is a large planing machine from the works of McKechnie & Bertram, of Dundas. There was also a moulding machine and a xxxxxx machine from the same parties. A stationary engine of large power is being built to drive the machinery, by Mr. Becket of Hamilton. We may also state that a patent blower has been procured to be used in connection with the forges, so that no man power will be required for keeping the forges in operation, as

a pipe connected with the patent blower will be fixed at each fire-place, to supply the fires with all the "puff" they require. The amount of money paid in wages to machinists and labourers during the past few months must have been large, and this, of course, the merchants and tradesmen of the town will have profited by. There are a great many men employed at the present time, but even after the buildings are finished, the number of men regularly employed about the machine shops will be from eighty to one hundred, the most of whom have families depending upon them for food, clothing, &c.

From this it will be seen that had the workshops been removed from the town, the loss would have been great to Brockville. We believe there is not a railroad in Canada better managed than the Brockville and Ottawa. The officers we have always found courteous and affable, doing their best for the interests of the road and all the parties having business with it.

19/11/1870 *Almonte Gazette* *Brockville and Ottawa*

At a meeting of the directors of the Brockville and Ottawa Railway, Mt. H.A. Abbott, the acting managing director, was appointed president, in the place of Mr. Richardson, retired.

03/12/1870 *Almonte Gazette* *Brockville and Ottawa*

CHANGE OF TIME - We understand the B. & O. R.R. will again change its time table on Monday next. The change effected on Monday last has not been found to work well. The absence of an express train called forth loud complaints, and the Company has wisely determined to place one upon the road again. We will probably receive the table in time for publication in our next issue.

10/12/1870 *Almonte Gazette* *Brockville and Ottawa*

NEW TIME TABLE - We publish elsewhere the new regulations for running trains on the B. & O. and C.C. Railways, which went into effect on Monday, the 5th Inst. It is calculated to give more satisfaction to the towns north of Carleton Place, which under the old regulation, were deprived altogether of an express train.

13/01/1871 *Ottawa Citizen* *Brockville and Ottawa* *Perth wood*

The inquest on the body of Mr. R.B. Kellock was concluded at the Town Hall, Perth on Wednesday. Donald Fraser Esq., County Attorney, was again in attendance. The railway company had a barrister from Brockville, Mr. Fraser, to watch the case. A number of witnesses were examined but nothing really new was elicited. From the whole evidence, it seems quite plain that Mr. Kellock, on the night before he was found in a dying condition on the railway track, had taken passage on the wood train which left Smiths Falls about half past eight o'clock; that he came up on the train as far as the wood shed at the Perth station (the place where the train stopped); and that he remained in the "van" with the men about fifteen minutes after the arrival of the train. After this all is uncertainty. How he left the train, where he went, when he left, who went with him - of all this nothing can be found out. Of course under these circumstances the jury could not give a verdict attaching blame on any quarter. The verdict is as follows:- "That the said Robert Kellock, on the 29th day of December 1870, was found dying on the track of the Brockville and Ottawa Railway, near the railway crossing known as Campbell's Crossing in the township of North Elmsley; that the said Robert Boyd Kellock, on being removed to the house of Patrick McHugh, in close vicinity, in the aforesaid township, did then and there almost immediately die. The jurors aforesaid find that the deceased came to his death by exposure and inclemency of the weather, and by no violent means to the knowledge of the said jurors".

21/01/1871 *Almonte Gazette* *Brockville and Ottawa*

The Merrickville railway committee have concluded to secure during the present session of the Legislature a charter for the construction of a railway from the village of Merrickville to the village of Westport, crossing the Brockville and Ottawa railway at, or near Irish Creek.

05/05/1871 *Almonte Gazette* *Brockville and Ottawa*

THE RAILWAY TIMETABLE - The time for running trains which came into operation last Monday week, is very inconvenient for the people in this neighborhood who may wish to travel south to Perth, Brockville, Ottawa or elsewhere. In fact the "convenience" of the people up north is not thought of, although why it is not we are at a loss to understand. They certainly contribute very largely to the freight and passenger traffic of the road, and some consideration should be given to their wants by the gentlemen who control the line.

26/05/1871 *Almonte Gazette* *Brockville and Ottawa* *Britannia*

FEARFUL ACCIDENT - A MAN CUT IN TWO - On Monday evening a sad accident happened to a young man named Cooke, a brakeman on the B. & O. Railroad. It appears that the deceased was employed on the train of which Mr. Percival is conductor. The accident happened 1 1/2 miles from Brockville, and was not discovered till Tuesday morning, when the section men found the body cut in two, one part being removed from the other about two feet. The deceased had evidently been running along the top of the cars and having missed his footing he must have been precipitated between them, the wheels passing over his body and his death of course was instantaneous.

02/06/1871 Ottawa Citizen

Brockville and Ottawa

Brockville

On Tuesday afternoon, as several sectionmen were employed on the track of the Brockville and Ottawa Railroad, between the tunnel and the machine shops in this town, one of the workmen named William Hurley was struck by an engine and instantly killed. There were two engines moving, one on the main line and one shunting, and in watching the one the other was not observed until it came in contact with the unfortunate man. The engine was backing up at the time and the men on the engine could not see far ahead. A coroner's inquest was held and a verdict of accidental death returned. Deceased was much respected, and his sudden death is very deeply lamented.

30/06/1871 Almonte Gazette

Brockville and Ottawa

Almonte

WIND MILL. - A windmill has recently been placed on the tank in this place by the B. & O. R. Co., for the purpose of raising water to the cistern. An immense amount of manual labor will be saved by thus utilizing the airy element.

11/08/1871 Almonte Gazette

Brockville and Ottawa

B. & O. R. - At the annual meeting of the Brockville and Ottawa railway held on the 9th inst., all the old officers were re-elected as follows: President, Henry Abbott; Vice-President, Daniel Galbraith; Secretary-Treasurer, George Low; Directors, Messrs. Dunn, B. Rosamond, Redhead and Rivers.

01/09/1871 Almonte Gazette

Brockville and Ottawa

Carleton Place

OFF THE TRACK - The train going north on the B. & O.R. on Wednesday evening ran off the tack at Carleton place station. The engine and five platform cars were displaced. The accident is attributed to the carelessness of the switchman, who left the switch open. An engine left Sand Point to assist the wrecked train.

01/09/1871 Almonte Gazette

Brockville and Ottawa

Renfrew

B. & O.R.R. - We hear that the portion of the Brockville and Ottawa R.R. being constructed to Renfrew is being rapidly pushed forward, and there is every prospect of the cars running to that village before the winter sets in.

08/09/1871 Almonte Gazette

Brockville and Ottawa

Pakenham

FATAL ACCIDENT ON THE B. & O. RAILWAY - MAN GETS BOTH LEGS MANGLED - HIS DEATH - VERDICT OF THE JURY. Shortly after the evening train going north had left Pakenham station, a man was observed to fall between two cars. The train was at once stopped, when a Frenchman named Gregoire Arrisuis, was found lying on the track bleeding, three cars having passed over his legs. He was one of a gang bound for the shanty. The conductor backed up his train to the station and as soon as possible conveyed him to McPherson's hotel, where he at once received medical attention. Amputation of both legs below the knee was found necessary, and chloroform having been administered the operation was skillfully performed by Drs. Sweetland of Ottawa, Pickup of Pakenham and Ward of Sand Point, who happened fortunately to be in the village at the time. Just the shock of the accident was so great and the depressing effect of having lost so much blood, that he never rallied - but gradually sunk and expired about four o'clock this morning (Tuesday). An inquest was held today by Dr. Burns, coroner, when a verdict of accidental death was returned. Although no blame is attached to any of the railway officials in this case, as passengers are expressly forbidden to move about from one car to another, it would add much to the safety of those having business or otherwise if the ends of the cars were constructed as in some lines to come more closely together, which no doubt would in a measure prevent accidents of a like nature.

22/12/1871 Perth Courier

Brockville and Ottawa

MISHAP ON B. & O. RAILWAY

Last Wednesday afternoon, the special train conveying the Grand Duke Alexis and suite from Ottawa to Brockville met with a slight mishap on its way. The train included four of the Pulman palace-cars in its complement; and when three or four miles south of Irish Creek the third of those from the last was thrown off the track by a frost-broken rail, the Prince being in the rear car.- This ill fortune was met promptly and effectively. The occupants of the three rear cars, including the illustrious Royal passenger, were at once transferred to the first car. The vacant carriages were then uncoupled, and the now reorganized train, after delay of only a few minutes, proceeded on its way rejoicing. This is the way they manage matters on the B. & O. Railway.

(Note: Grand Duke Alexei of Russia toured North America in 1871-72)

08/03/1872 Almonte Gazette

Brockville and Ottawa

Sand Point

B. & O.R. Employees Ball

A ball was given by the employees of the B. & O. R., at the Chat's House, Sand Point, on Friday evening last. The gentlemen and their partners - principally Brockville ladies - arrived on the evening train, and dancing commenced almost immediately, and was kept up all night. The ball passed off very pleasantly.

06/07/1872 Ottawa Citizen

Brockville and Ottawa

At a recent meeting of the Council of the County of Lanark-- moved a committee to demand from the Brockville and Ottawa Railway Company the amount of their indebtedness to this county; and if they refuse then to place all necessary papers in connection with the B. & O.R.R. loan of \$800,000 in the hands of the said solicitors, with instructions to take whatever proceedings our claims may warrant against the Company - motion was carried.

12/07/1872 Ottawa Citizen

Brockville and Ottawa

The B. & O. Railway received one of the new locomotives ordered from the Portland Locomotive Works on Monday last. It is a powerful and substantial piece of workmanship, having the benefit of all the latest improvements. Mr. Marshall, the superintendent of the railway works at Brockville took a trip with it on Tuesday and expressed himself highly pleased with its working and the several improvements upon it. It is so constructed that it may readily be changed to a narrow gauge.

26/07/1872 Ottawa Free Press

Brockville and Ottawa

locomotive

The B. & O. and C.C. R.R. Company have put together another fine locomotive to their lines. It was turned out at the Portland Company's Works, with all the modern improvements. It has 16 x 24 inch cylinders and 5 foot wheel, and when ready for action weighs 40 tons.

29/08/1872 Ottawa Free Press

Brockville and Ottawa

locomotive

The B. & O. and C.C. R.R. Co. have added another new locomotive to their rolling stock. This last, No. 10 - like No. 9 which was put on a short time ago, was also turned off at the Portland works. It is got up with all the recent improvements. Among these are the new patent lubricators by which the engineer can oil it without leaving the cab. The pumps can also be operated from the cab, and it has the improved patent safety valve. It has 16 inches cylinders 24 inches stroke and 5 feet wheel; but although very large and powerful it rides almost as easily as a passenger car. Mr. Clough, the engineer, who has had an experience of 13 years in the same capacity on the G.T.R. pronounces it to be the best he has seen. It possesses another peculiarity of being easily changed from broad gauge to narrow gauge and vice versa.

01/10/1872 Ottawa Citizen

Brockville and Ottawa

Last Sunday a locomotive attached to a freight train on the Brockville and Ottawa Railroad became separated from the tender. The engineer jumped off at once, and the fireman followed, jumping off on the opposite side of the track. The tender ran off the rails and falling over, crushed the fireman beneath it, killing him instantly. The deceased was a brother of Mr. A.G. Peden of the St. L. & O.R. Company, and was highly esteemed by all who knew him.

The Coroner's jury in the recent case of accidental death on the Brockville and Ottawa Railway, returned the following verdict: "The jury of our Sovereign Lady the Queen, to enquire into the cause of the death of Graham Robertson Peden, of the town of Brockville, Province of Ontario, after a searching investigation, agree that the said Graham Robertson Peden, accidentally came to his death on the morning of Sunday, 26th of September, 1872, on the Brockville and Ottawa railway about four miles north of Smith's Falls, by being crushed under the tender of No. 5 locomotive - said tender having overturned in consequence of running off the track, in conjunction with the engine and two cars. The reason of the train running off the track at that particular place the evidence does not clearly show, but enough was given to prove that the track for two or three miles adjacent is in a very unsafe condition, and this jury cannot but censure the Brockville and Ottawa Railway for not having, before this, put it in proper repair. The jury also regret that the Brockville and Ottawa Company have not more reverence for the Sabbath, and more consideration for their employees, that to make a custom of running their trains on that day,"

Hon. A.B. Foster was at Renfrew Monday last, and went over the whole line of Railway between Sand Point and Renfrew, and was highly pleased with the progress of the work made by his employees. It is expected that freight trains will run the 20th inst., and the road will be opened for passenger traffic the 1st of the month. The Renfrew people are making their weekly payments of several thousand dollars regularly, according to contract.

A French Canadian brakeman fell from the cars of the B. & O. Railway the other day and had one of his legs run over. Amputation was necessary, and the man is not expected to recover,

The Canada Central.

Sometime since, we gave a synopsis of the argument in the case of the Canada Central Railway company against the Ontario government, when it was in hearing at the Court of Chancery. The court then announced that the decision was reserved. On Tuesday, however, Mr. Vice-Chancellor Strong, gave his decision, which we are glad to know was favorable to the company. We give the Judgment in full as copied from the Globe of yesterday:

"His Lordship gave judgment upon the petition of right in this matter. The Crown objected to the prayer of the supplicants on three grounds. First, that the supplicants had no equity, which in effect disputed the jurisdiction of this court. Second, that they had no claims to the grant of land as to the twenty-eight and a half miles of road from Ottawa to Carleton Place. Third, that at all events, Ontario was not liable to make good the grant of the lands by Dominion Act, because he held that the rights must remain as they were at the date of confederation. On the first point his Lordship referred to the practice in England, and various statutes and textbooks, and the Act of Ontario, and concluded that: if all the property conditions were complied with by the supplicants, the court had the power to make a decree. As the second point, he reviewed the several Acts at the same time within which the Canada Central was begun and completed. He feels that the act of 1865 was the only one which was in force as to the time, and the terms of the Act had been complied with. It was no objection that the company had completed a portion of the line and not the whole of it. There was no duty cast upon the company to do the whole work before they were entitled to any part of the grant. The third ground, also, was also decided in behalf of the supplicants. By the 109th sec. of the British American Act, the Crown lands were vested in the several Provinces subject to the trusts, &c., under which the lands were at the date of the Act. And at that date the lands within Ontario were charged within this grant. A decree was therefore made declaring the railway entitled to the grants of lands out of lands along the railway, but if there were not any such, then out of the ungranted lands of Ontario in the Ottawa Valley. Decree made with costs."

Brockville and Ottawa Railway

Notice to Lumbermen

Teams will be carried from RENFREW to OTTAWA at the following rates:

1 Team with driver and sleigh --\$5.50

1 Team with driver only --5.00

1 Horse, drover and sleigh --4.50

1 Horse with driver only --4.00

H. ABBOTT, Manager

President's Office,

Brockville. Jan. 16. 1873

The Railway Drawbridge

The drawbridge at the railway depot in this place, is eminently calculated to destroy life, and in the interest of a long suffering public, should be reconstructed.

Note the reference to "drawbridge" may relate to the "planks" referred to in the Almonte Gazette of 30 May 1873.

Large quantities of railway ties are daily passing north in the B. & O. Railway

A model railway station. The railway station in Almonte is certainly a model of its kind. We are surprised that the railway authorities should leave it in its present state for a single day. There is no convenience about it whatever, and were it placed at some flag station, or away in the backwoods, it would even then be considered a shabby structure and altogether unfit for the purpose for which it was intended. We have two platforms at our station, which for convenience, we shall call the inside and outside platform, respectively. The outside platform is the one generally used. This noble structure is situated midway between the two lines of rails, and the only means of reaching it is by three or four loose planks thrown across from the inside platform. On the outside platform (about four feet wide) are deposited passengers' baggage and freight, frequently in indescribable confusion. The platform being built entirely too high for passengers to step on or off with any degree of comfort, it is often a difficult matter for passengers to get on board the train at all. On the arrival of a passenger train (especially at night), there is such crowding, jostling and pushing, which is absolutely disgraceful to be seen in a civilized country. Several times lately, passengers have had a narrow escape for their lives in this way, and we are in daily expectation of bearing [sic] some accident taking place, which will perhaps teach the railway company their duty in the matter. It is sometimes said of certain persons, with respect to the actions, that they are "penny wise and pound foolish." If the Almonte station is not attended to at once such language may shortly in all truth be applied to the Canada Central Railway company.

B. & O.. Railway.

We notice a change in the Board of Directors this year, all the old members having been left off except Mr. Galbraith, the managing director, Mr. Abbott has been dismissed and it is said, without notice or warning of any kind. The new Manager has had, apparently from recent developments in the "Scandal," some as-yet unexplained connection with Sir Hugh Allen, McMullen, Hon. Mr. Abbott and others in that unsavory business, which it is to be hoped will not in any way prejudice the working of the B. & O. There is considerable room for improvement in several places on the line, and we shall be glad to see the new management show some intention of attending to the safety and comfort of the travelling public. It is notorious that last winter it was anything but safe travelling between here and Brockville. We have also frequently called attention to the inadequacy of the station accommodation in this village, and the Reckless disregard of the feelings of the people in making the centre of the village a common piling ground for lumber, and will be pleased to have the opportunity of giving Mr. Foster credit for improvement in this direction

29/08/1873 *Almonte Gazette**Brockville and Ottawa*

B. & O.. Railway.

There are rumours of several important changes in connection with the running off the road and the inferior officers. Mr. Geo. Lowe, Jr., has found it necessary to resign. Mr. Hume, the station agent at Brockville, has been shipped, and others of lesser note will, it is said, have to give way for a better class of men. This looks like business, and if the management will continue in the same direction it is likely the changes will prove advantageous to both the public and the company.

It is, we hear, contemplated to make several important changes in the timetables, so as to suit the wants of the public, rather than the convenience of the employees. Really express trains are to be put on, so that the weary traveller will not require all day to get to Brockville.

26/09/1873 *Almonte Gazette**Brockville and Ottawa**Almonte*

Off the Track

The engine, tender and two cars of a freight train ran off the track at the Almonte station on Monday evening, and the mail train going south was delayed three or four hours in consequence. An engine came from Carleton Place to pull the cars into position.

07/11/1873 *Almonte Gazette**Brockville and Ottawa**Almonte*

The Railway

Under the new management we note a marked improvement in the running of passenger trains. The long wearisome delays at stations have been abolished and promptness and despatch now reign supreme. If such a thorough re-organization is effected in every department of the company we may soon calculate on having one of the best managed railways in the country. We hope the present condition of the station here, which has long been an eye sore to the residents of Almonte will not be overlooked. In addition to its inconvenience and insufficiency for the requirements of the business, it is very dangerous, and life and limb may be lost any day. We learn that the gauge [sic] will be changed in the spring to that of the Grand Trunk Railway.

21/11/1873 *Almonte Gazette**Brockville and Ottawa**Almonte*

Daring Robbery

A most daring robbery was committed on Saturday evening last, about half past five o'clock, when the railway depot was broken into and the drawer containing small change, amounting to about \$18, carried off. At that hour the agent, had gone to tea, all the doors of the building having been securely fastened and the lamps left burning. The hour, the place and the fact that the room was well lit up render this robbery the most daring and audacious yet perpetrated in Almonte. Search having been made, the drawer was found among the lumber piles near the station broken open and rifled of its contents, with the exception of some loose change in silver, which the thief, in his hurry had overlooked. We trust that the thief will be found out and sent to keep Monaghan company in the Provincial Penitentiary.

03/04/1874 *Almonte Gazette**Brockville and Ottawa**Brockville*

A young man named Childs, employed on the B. & O. Railway, was badly injured last week in Brockville, by being jammed between two cars.

11/09/1874 *Almonte Gazette**Brockville and Ottawa*

The Brockville and Ottawa R.

The Directors of the Brockville and Ottawa Railway Company have elected the following officers: H.L. Redhead, President; D. Galbraith, Vice-President; Hon. A.B. Foster, managing Director; C.H. Redhead, Secretary and Auditor; A. Baker, Treasurer and Accountant; J.A. McManus, Local Sup't; H.A. Alden, Mechanical Sup't.

29/03/1877 *Kingston Daily British Whi**Brockville and Ottawa**Kingston*

Wind Wafts

A new locomotive for the B. & O. Railway has left the C.E. & M. Works.

05/04/1877 *Brockville Recorder**Brockville and Ottawa*

A large and very fine engine arrived here yesterday for the B. & O. Railway Company, manufactured by the Canadian Engine and Machinery Co. of Kingston. She will be known as the B. & O. No. 11

During the summer of 1856 the deadlock between the board of directors of the B&O Railway and the municipalities was in a measure overcome by the former granting the latter representation on the board, which was reconstituted with three representatives from Lanark and Renfrew and two from the Town Council of Brockville. The board thus constituted decided to resume and to push forward the work, hoping that the unexpected balance of the loans would suffice to complete and equip the road from Brockville to Perth and Arnprior. The new board lost no time they immediately set engineers and surveyors to work in

SURVEYING AND LOCATING THE LINE

abandoning portions of the older line that were objectionable and dividing the located line intersections preparatory to advertising for tenders for the construction of the work all along the line. At a meeting of the board held at Smith's Falls in the month of September tenders were opened, and such as were approved were accepted, and the parties entered into contracts for the completion of the road. The board commissioned Hon. George Crawford to proceed to England, and there purchase all the rails required to lay the track to on fire. The County Council advanced the board \$40,000 as a first installment to purchase the rails, and the hon. gentleman was

EMINENTLY SUCCESSFUL

in his mission, making an agreement with the firm of Bolchow & Vaughan for all the rails required to complete the main line to Arnprior and the siding to Perth, and had the road been completed in time to pay the annual installments as they fell due out of the earnings of the road, arrangements with this company would have been a very favorable one, but such was not the result, and years afterwards the company claimed and obtained control and possession of the railway, and finally completed it to Arnprior. Grading, tunneling and building of piers for bridges were successfully carried on during the year 1857, and early in the following summer

THE RAILS ARRIVED

and the vessels delivered them at Brockville, Irish Creek and Smith's Falls, together with three locomotives at the last named place, and an American contractor named Philips commenced track laying to the gravel pit west of the town. He also began operations in the same manner at Brockville and Irish Creek, and shortly before the new year (the bridge at Smith's Falls being made passable) an excursion party from Brockville to Perth passed over the line, which was in a very imperfect condition. Nevertheless the Government engineer early in January inspected and approved of the road; and it was open for passenger travel between Brockville and Perth, and was hailed as a

GREAT BOON TO BOTH TOWNS

With the opening of spring the crude and imperfect state of the road became painfully evident. The retaining walls of an embankment across the Rideau, below Smith's Falls, tumbled into the bed of the river, and left the skeleton of the track resting upon a few upright timbers as its sole support. Fears were entertained that in any attempt to cross with a train all would go down with a crash, but such did not take place, for the morning train from Perth with a light engine that was detached from the passenger cars, was sent over the gap successfully. Thus travel and traffic remained uninterrupted, and the gravel train immediately began to fill the great gap with gravel, which was a very slow operation, but was finally accomplished. Meantime track laying drew near to Carleton Place, where the bridge across the river was about to being finished, and before the end of August the rails were laid to the village that had its name changed to

ALMONTE

and which remained the western terminals of the railway for several years. After it was completed to Arnprior the Canada Central Railway extended it on to Pembroke, and finally it became Incorporated with the Great Canadian Pacific International railway; and what was formerly an isolated village is now an incorporated town on the great railway line connecting the Atlantic and Pacific oceans, over which the freight and passenger traffic of three continents are beginning to pass; and who can tell to what proportions it may develop in the next decade? Meanwhile day and night the steam whistle announces the passage of railway trains through the town, and may we not hope that the increase of population and development of wealth in the Great North West may yet contribute greatly to the prosperity of the town's manufacturing Industries.

CONSTANT READER.

02/05/1900 *Lanark Era**Brockville and Ottawa*

MAC'S RECOLLECTIONS

Summary history of the Brockville and Ottawa Railway

Page 8 column 1

28/05/1903 *Merrickville Star**Brockville and Ottawa**Merrickville*

FIFTY YEARS AGO

The following items are taken from the Brockville Recorder files of Nov. 24, 1853.

Mr. Watson, managing director, and Mr. Hervey, secretary of the Brockville & Ottawa Railway, visited Merrickville at the request of E. H. Whitmarsh, reeve of the township of Wolford, for the purpose of explaining to the council the plan for the construction of a branch from Merrickville to some point on the line of Railway between Brockville and Smith's Falls which was to be submitted to the directors of the Brockville and Ottawa Railway at their next meeting. The meeting was largely attended. Before the meeting a very great amount of prejudice existed [sic] against connecting with the Brockville line as a prior feeling in favor of the Montreal, Kemptville & Perth line which was agitated the previous winter, had preoccupied the minds of the people in that section of the country. After hearing the explanations from the gentlemen referred to, a complete change in favor of the branch line to connect with the Brockville & Ottawa road took place, and when the question was put to the meeting, only two voted in the negative. As a result, a by-law authorising a loan of £25,000, was introduced and passed by the council in aid of the construction of the branch road, to be submitted to the people on Dec. 16. Speeches were made at the public meeting referred to by Messrs. A. Merrick, J. L. Read, E. H. Whitmarsh and other gentlemen, and the whole proceedings terminated with a hearty vote of thanks to Messrs. Watson and Hervey.

10/10/1912 *Kemptville Weekly Advance* *Brockville and Ottawa*

FIFTY YEARS AGO

The Merrickville Chronicle dated August, 22, 1865, says:

Brockville and Ottawa Railway

It affords us a great deal of pleasure to be able to announce the opening of this road to Sandpoint, which took place yesterday. Trains commencing on that day to make their first trips through. This has necessitated a change of time, making the train later in the morning, arriving in Brockville at 1.30 p.m., instead of 10.20 a.m. as heretofore. It returns in the evening at the same hour as formerly. This change has also produced one in our mail arrangements. The Brockville mail being now despatched at 8 p.m.

01/11/1918 *Morrisburg Leader**Brockville and Ottawa*

Charles Spencer, the veteran Canadian Pacific Railway conductor whose death is announced at Ottawa enjoyed distinction of not only having been in the service of the C.P.R. for at least half a century, but also of having been in charge of the first train over the C.P.R. from Brockville to Ottawa. Mr. Spencer was born near Kemptville and for a number of years he farmed on the old Historical Crysler farm.

Canada's first train tunnel

Probably few people are aware of it, but 'tis a fact tha Canada's first railway tunnel was constructed right here in the Ottawa district. It's over at Brockville, not greatly used today, but the masonry has required few repairs and is still about as solid as when placed there in 1858. It isn't a wide tunnel and the funny thing about it is that there are doors at either end, something on the principle of barn doors; they must be closed every night and opened every morning, a law that is as inflexible as that of the Medes and Persians, and woe betide the section man who forgets that duty. A great deal of historic data has been unearthed by Mr. Fred H. Woveling, an industrius [sic] young Brockville journalist, and if you sometimes think there is something unique about that train that wheezes into Jasper and Bellamy, you should delve into the railroad's earlier history. That's much funnier than funny.

They must have possessed boundless enthusiasm in the new country of that day when they decided to expend five million dollars on a railroad to connect Brockville with Smiths Falls and Perth. But that's what they did and a Sheffield, Eng., firm were the contractors.

A few of the highlights were that they called the line the Canada Central [sic]; the contracting firm went broke; they constructed a tunnel under Brockville and it's still there and used for freight traffic; the corner stone of the tunnel was laid in 1854 by Adiel Sherwood, Sheriff of Leeds and Grenville and the most prominent Mason in all the countryside at that time. After the ceremony 'tis said the contractors and officials "repaired to a nearby hotel where they partook of refreshment." Now you can understand that Brockville's a staid old place and doesn't greatly change her ways. When the project was re-financed the secretary of the new company was just leaving the bank with \$55,000 when an execution was served upon him by someone who evidently was hidden behind the door and creditors received the entire amount. That nearly wrecked the secretary, the project and the bank.

But they proceeded with rare determination on a scheme that seemed to have "fiasco" emblazoned all over it. In January, 1859, the first train over the Canada Central set out for Smiths Falls and Perth, comprising "two ludicrously small coaches hauled by an equally ludicrous wood-burning engine."

That shunting caravan did about everything wrong; it went off the track, it was frequently stuck in the snow and every time it became lodged in a snowbank near an hotel there was quite a scramble for more refreshments, many of the first trip passengers became stragglers along the way, but after about ten hours of weary wheezing the diminutive engine with the huge funnel arrived at Perth a distance of forty miles. In the meantime a coupling broke and when the train pulled into the Perth depot it was discovered that as a last resort the coaches had been linked together with tow-rope.

That wasn't a very auspicious start, but strange to say, the railroad witnessed moderate prosperity at least the fabric hung together until the C.P.R. took it over years afterward - tracks, trains, tunnel and all, including the old doors that are still consistently opened at dawn and just as meticulously closed at dusk.

22/08/1959 *Labor**Brockville and Ottawa**Brockville Tunnel*

With a picture of 6551 about to emerge southbound from the Brockville tunnel

With girls in shorts and a present day diesel, a modern touch is given to an old scene here - the re-enactment of the opening 100 years ago of this railroad tunnel at Brockville, Ontario. The girls cleared the tunnel of cows that strayed in during the night. The tunnel is believed to be the only one in North America with doors. These doors were normally closed at night to keep cattle from wandering in. If left open by mistake the cows had to be driven out the next day.

26/08/1974 *Kingston Whig Standard**Brockville and Ottawa**Brockville tunnel*

America's oldest railway tunnel.

BROCKVILLE - Few people are aware of the existence of a railway tunnel under the city of Brockville. Even fewer know it to be the oldest in North America.

Its cornerstone was laid with great ceremony on Sept. 16, 1854, a memorable event in the city, then only a town of 4,000, reports a historical sketch printed by the local chamber of commerce.

Thronges of people came from the surrounding area for the ceremony, it said. As it was arranged that the stone would be laid under Masonic auspices, Brother Adiel Sherwood, sheriff of Leeds and Grenville, was deputized by the provincial grand master to represent him.

A band, the firemen, Sons of Temperance, Knights of Jericho, Odd Fellows, Freemasons, as well as the directors of the railway company, the contractors and engineers, the mayor and council and many citizens formed a procession to march through the streets to the site of the tunnel. The ceremony was marked by a salute of 15 rounds fired by the Brockville militia artillery.

Before winter, excavation had been completed between the market and the river, and the contractors had begun to blast their way through the rock to the north portal, a third of a mile distant. Their methods and appliances were crude, but the work was of such quality that it has endured for over a hundred years.

The tunnel was designed to give access to the riverfront. It was not, many thought, necessary.

However, in 1852 the Brockville council pledged its support to the building of a railway line to connect the Ottawa and St. Lawrence, which led to the incorporation in the following year of the Brockville and Ottawa railway company. There was a great deal of discussion about the construction of a railroad to connect Toronto and Montreal. The promoters of the Brockville and Ottawa link believed that their project would be a valuable feeder to such a line. It would also help to develop the country lying between the St. Lawrence and the Ottawa rivers.

Supported by grants from various municipalities on the proposed route, and by subscriptions from private individuals, the company entered into a contract in 1853 with the Sheffield firm of Sykes, Debergue and Co., to complete the line within three years for 80,000 pounds. By April, 1854, 60 miles of right-of-way had been cleared.

In August, 1854, work on the tunnel began, under the English sub-contractors John Booth and his son, David.

In 1855, the firm encountered financial difficulties and was unable to carry on without substantial assistance from the municipalities, which the latter did not feel inclined to give.

The Booths had spent \$20,000 of their own money and were unwilling to involve themselves to a greater extent. Work was suspended after nearly \$500,000 had been spent. The Yorkshiremen, who had been employed on the tunnel, had received no wages for several weeks, and threatened trouble. However, they contented themselves with seizing and wrecking the carriage of Mr. Harvey, secretary of the company.

Work was resumed on the tunnel some time later. And on Jan. 25, 1859, the first passenger train, consisting of two miniature coaches hauled by a wood burning locomotive, left Brockville's Grand Truck station. Delays occasioned by phenomenally cold weather resulted in the 46-mile trip to Perth taking nine and a half hours, rather than the scheduled three and 1 a half hours.

The temperature is said to have been 40 below zero the day of the trial run. The wheels slipped, the couplings broke, and the passengers finally reached their destination with a rope linking their coach and the locomotive.

The Brockville tunnel was still used by diesel switching engines for some time after the last steam locomotive capable of negotiating it was scrapped in 1954, 100 years after the beginning of the tunnel.

Although now abandoned, the massive oak doors are still in place, though seldom closed now. Formerly they used to be closed each night to maintain an even temperature in the tunnel, and to keep wandering livestock out.

Such is the story of one of the earliest lines of the CPR system, running through the oldest and most unusual railway tunnel in Canada.

The city has reached an agreement with Marathon Realty Ltd. to purchase 3.9 acres of waterfront land which would be included in the proposed project. The price is a token \$1 but the city must take responsibility for the upkeep of the 119-year-old railway tunnel which connects the waterfront with the main railway line to the north. Officials feel the tunnel could become a tourist attraction. It was the first railway tunnel built in Canada, completed in 1860, running under the hill on which city hall now sits.

The proposals have been turned over to city executive officers to develop, cost estimates.

17/02/1982 *Brockville Recorder**Brockville and Ottawa**Brockville*

Brockville history buff Mildred Livingstone believes she has proof that the CPR tunnel and adjacent waterfront property in that community belong to the city and not to Canadian Pacific. Her proof is based on a 3 page 1959 document describing a contract between the Town of Brockville, James Foster a representative of the Brockville and Ottawa Railway Company at Smiths Falls, and a construction firm called Messrs. (Nathaniel) Taggart of Ogdensburg. The contract, for the sum of \$1,859.11, is for the delivery of iron, sand, wood and stone to the front of the tunnel, and is signed by the three parties and stamped with Brockville's official seal. Livingstone feels that Brockville's seal on the papers proves that the town was responsible for maintenance and ownership of both the tunnel and waterfront property adjacent to it.

City solicitors are attempting to validate the authenticity of the paper. A 1979 deal which would have seen the city acquire the tunnel and land in front of it from Marathon Realty fell through in 1980 as the city felt that the Canadian Pacific real estate arm did not have clear title to all the property. (Branchline).

24/02/1982 *Ottawa Citizen**Brockville and Ottawa**Brockville*

Ownership of 'hole in hill' in dispute

BROCKVILLE Another chapter in the checkered story of this city's 123-year-old "Hole in the Hill" is now unfolding.

The latest confusion is over who owns the abandoned railway tunnel.

Marathon Realities, the land management branch of Canadian Pacific Railways, has long claimed ownership of the half-mile tunnel and several acres of waterfront land immediately south of its entrance.

Brockville has always dealt with the tunnel and its adjacent lands as CPR property, once going so far as to threaten to expropriate the waterfront portion if it was needed for expansion of downtown.

But a document unearthed recently by historian Mildred Livingston indicates the city of Brockville may be the rightful owner.

The tunnel runs north from the St. Lawrence River, through the hill that forms the "hump" of Brockville.

It lies directly under Brockville's 110-year-old city hall and in the old days, council chambers shook with the passage of freight trains.

Opened in 1859 as part of the Brockville and Ottawa Railway, the tunnel has been inactive for some 20 years and its rails have been removed.

Dwindling business from the waterfront areas forced the CPR to suspend operations.

The southern doors are well known to Brockvillians and tourists, but the northern terminus is seldom seen.

There, the rails run under CNR tracks and merge with the Brockville-Ottawa CPR line. The northern end is now a ravine, overgrown with small trees, brush and weeds.

Livingston, who resides in the Blue Church area 12 kilometres east of here, has a document she says is a 123-year-old contract for materials accepted by the Town of Brockville, calling for delivery to the tunnel.

She will meet civic officials this week to discuss the document and city solicitor John Corbett will be given a chance to study it.

The contract calls for delivery of iron, sand, wood and stone to the south end of the railway tunnel. It is signed by three parties involved and bears the official seal of the Town of Brockville.

More than 100 years ago, builders installed heavy oak doors on the tunnel. These doors were shut at night, to prevent curious cattle from straying into the tunnel, becoming instant hamburger when the first freight came through in the morning.

Livingston, a vivacious historian who attacks any historical problem with an almost religious zeal, has declined to reveal where she located the document. She allows it came from "a very reliable source."

"I'm surprised there isn't a plaque gracing the tunnel entrance," she says. "After all, we own it."

Livingston plans to do some research in New York State to find records of the Taggart firm, contractors from Ogdensburg, N.Y., who entered into the material supply contract in question with Brockville.

Over the years, Brockville has negotiated with Marathon Realities for the tunnel and its adjacent lands.

In 1979, Mayor Robert Sheridan named an ad hoc committee to study possible future uses of the tunnel, including turning it into a tourist attraction.

Marathon has said it will sell the waterfront property if the city buys the tunnel. The city has visualized use of the acreage for downtown revitalization purposes, but in negotiations with Marathon, has emphasized the cost of assuming liability for the tunnel would be too high.

In January 1980, the city agreed to purchase the waterfront property valued at \$296,000 and assume liability for the tunnel for \$1.

Six months later, city council withdrew the offer on grounds it did not believe Marathon could prove clear title to the land.

Former Brockville alderman Don Fowler, a railroad buff whose great-great-grandfather John Fowler was doors, one of Canada's pioneer railway builders, says his research shows Brockville became interested in a railway tunnel as early as 1851.

By April 1854, 64 miles of the Brockville and Ottawa Railway were completed and work started on the tunnel, the first in Canada. The tunnel was completed in January 1859.

The Brockville railway tunnel is reputed to be the only tunnel in North America equipped with doors.

15/04/1982 *Brockville Recorder**Brockville and Ottawa**Brockville*

Leeds County MLA Bob Runciman has proposed that a "first class railroad museum" be developed at Brockville. Citing the community's long association with the railway industry, Runciman has called for a project centred around a 3 mile tourist operation running from Brockville's waterfront, through the city's historic rail tunnel and north on CP's Brockville Subdivision to the provincial-municipal conservation area (known locally as the "Back Pond") at the edge of the city. Apparently Runciman has gone so far as to consult with CP officials as to the feasibility of such a project. According to the freshman MLA, Canadian Pacific has been "extremely co-operative", especially in terms of their offers to re-install track and supplying vintage railway equipment. (Branchline).

14/03/1985 *Brockville Recorder**Brockville and Ottawa**Brockville*

Ghost- trains in the Brockville Tunnel? This is how it appeared during the afternoon of March 13, after smoke was detected curling up from beneath the doors of the abandoned railway tunnel in that community. For a while, things got to the point that smoke was even coming out the original vents for the 1700 foot long structure. These vents are located within the Brockville City Hall. From the exterior, however, they only appear as additional chimneys. In the end, the problem was traced to some - as yet - unfound youngsters who had dragged a considerable amount of wood into the bore and ignited it. Fire fighters finally managed to extinguish the blaze and measures have been taken to secure the entrances as fully as possible to prevent a re-occurrence of the incident,

Workmen engaged in rehabilitating the south end of the Brockville Tunnel to permit it to continue to withstand the heavy pounding of vehicular traffic from where it crosses under Water Street have discovered that the structure may be stronger than originally concluded in a consulting engineering report from the Kingston firm of McNeely Engineering and Structure. While scraping away the material and street over the top of the tunnel in order to install a concrete reinforcing cap under the street, it was discovered that the base of the double skin thick rubble stone tunnel liner is

supported along by stone buttresses spaced at seven to eight foot intervals. The discovery was somewhat of a surprise as the consultants had previously concluded that the only support for the tunnel was coming from the till material above it and not the masonry liner. In light of the discovery, the city has now sought a second opinion from the consulting firm. In spite of the discovery, however, the city has proceeded to reinforce the crossing of Water Street. This has involved the removal of the outside skin of stone in order to pour a thick concrete arch over the liner. The arch should alleviate any fears of a potential collapse because of heavy vehicular traffic. The rehabilitation is being done in a sympathetic manner and the distinctive high hump of the street over the tunnel - long a deterrent to the successful passage of long vehicles - remains. Indeed, because of the design of the reinforcing ring, the hump is actually one inch higher than it was previously!
(Branchline)

PROBLEMS IN LOCATING CABOOSE: Yet another controversy has emerged to dog attempts by the City of Brockville (Ontario) to mount an historic railway display at the south portal of the former CPR tunnel (nee Brockville & Ottawa Railway) which it now owns.

As reported in the September issue of Branchline, the City recently acquired Caboose No. 437464 from CP Rail with the intention of restoring it and making it a focus for the railway display it intended to develop along the waterfront in the vicinity of the tunnel.

The caboose's final resting place has become a point of contention. The original intention had been to display it on a short piece of track immediately in front of the south portal. The site, however, is also used to hold music concerts during Brockville's annual Riverfest Days which are held during the last week of June and the first week of July. Riverfest organizers are adamant that the car will not displace their activities.

A proposal to make the caboose "portable" by rolling it into the south end of the tunnel during Riverfest and then returning it at the conclusion of the event has also been nixed. The City wants to develop the immediate southern end of the bore into a railway museum (Branchline, September 1987); also the tight clearances of the tunnel probably wouldn't tolerate something as large as the circa 1954 caboose.

Other sites under consideration include Blockhouse Island, the site of the former roundhouse of the Brockville & Ottawa Railway, described in the January 1985 issue of Branchline; or the Brockville Museum, located further to the west at the corner of Water and Henry Streets. The Museum is situated on property which at one time belonged to the Central Canada Coal Company and which was served by Canadian Pacific's Brockville "Loop Line". The tracks were removed several years ago, in conjunction with a redevelopment scheme in the area.

Ironically, the controversy over the caboose is somewhat reminiscent of the storm raised when the City attempted to acquire S-3 Diesel Switcher No. 6591 from CP Rail for historical display. That was solved by sending the unit to the nearby Smiths Falls Railway Museum.

If the City can't get its act together over the caboose, who knows, perhaps the Smiths Falls group may soon be getting a new piece of rolling stock - one that's fully restored to boot! (Philip B. Jago, background information, the Brockville Recorder and Times, 07-10-87)

CANADA'S FIRST RAILWAY TUNNEL DESIGNATED: On December 8, City of Brockville council passed a bylaw designating the Brockville tunnel's two portals, along with the first 30 metres of the south end of the tunnel that is open for display each summer. The designation under the Ontario Heritage Act marks it as a property of architectural and historical significance.

This is the fourth time that Brockville council tried to designate the 1,730-foot tunnel which opened on December 31, 1860. The first attempt was in 1983, the year the property was first turned over to the city by Marathon Realty, followed by attempts in 1985 and 1990. The reason none of them were successful was because aldermen and city staff worried the restrictions that come with designating a property under the Act could hamper future attempts at repair or renovation. Officials fretted that the city could face exorbitant costs if the repairs had to be carried out according to authentic 19th century specifications.

By citing only the north and south entrances in the designation bylaw, council remains free to repair, renovate or even fill in the length of the tunnel as it sees fit. While Heritage Brockville has always wanted the entire tunnel from Water Street to Pearl Street designated as a historic structure, Gary Tristram, Heritage Brockville Chairman, says "this is an important first step. At least now we can get some official recognition for it and now the city can try to get some grant money for repointing or other things." (Branchline)

City council has finally designated Brockville's railway tunnel under the Ontario Heritage Act. Shown here in a 1953 photo with a CP engine 3011, the tunnel is 132 years old today.

Getting tunnel designated as arduous as building it.

Ask a city councillor to name a few of Brockville's historical gems, and the railway tunnel at Water Street is bound to be mentioned.

Why, then, did it take nine years and three attempts to get Canada's first railway tunnel designated under the Ontario Heritage Act as a property of architectural and historic significance?

On December 8, council passed the bylaw designating the tunnel's two portals, along with the first 30 metres of the south end of the tunnel that is opened for display each summer. The tunnel is 132 years old today after opening to rail traffic on December 31, 1860.

The historic designation passed unmarked by aldermen and Mayor John Doran December 8. Instead of calling attention to the item, councillors let the bylaw stay buried amongst a host of others.

"It's probably because we were so wound up in the budget process and the sewer surcharge," said Aid. Gall Abrams, a member of the ad-hoc tunnel committee, which has now disbanded.

"I certainly noticed it, but I've been feeling the hounds nipping at my heels all fall. It's been such a busy schedule at council and at work."

The first failed attempt to have all or part the tunnel designated came in 1983, the same year the property was first turned over to the city by Marathon Realty.

History repeated itself in 1985 and again in 1990. Each time, the designation was denied for the same reason; some aldermen and city staff worried the restrictions that come with designating a property under the act could hamper future attempts at repair or renovation. Officials fretted the city could, face exorbitant costs if the repairs had to be carried out according to authentic 19th century specifications.

By citing only the north and south entrances in the designation bylaw, council remains free to repair, renovate or even fill in the length of the tunnel as it sees fit. Heritage Brockville has always wanted, the entire tunnel, from Water Street to Pearl Street, designated as a historic structure.

"This is an important first step," said Heritage Brockville chairman Gary Tristram.

"At least now we can get some official recognition for it and now the city can try to get some grant money for repointing or other things."

As he told council in 1990, Tristram said his group would never stand in the way of critical repairs to the 1,730-foot tunnel.

"I don't think the Heritage Brockville of the day is the kind of group to go around chaining itself to posts or anything. We've been very amicable and open to discussion," he said.

"We didn't hold up the de-designation of the Methodist Church. We realized it was a danger," he added, referring to the removal of the historical designation of the burned-out church on Court House Square earlier this year. The church has since been demolished for a parking lot.

"If the tunnel were to cave in, we'd probably do the same thing. We're supposed to be here to work together."

Tristram isn't surprised it took this long to have the tunnel designated a historic property.

"Not any more. I've been chairman for five years now. You get used to it," he shrugged, adding issues of heritage tend not to take centre stage.

It may still be a year or so before Heritage Brockville installs a plaque at the tunnel's south entrance to mark the historic designation.

The group has a limited budget and prefers to accumulate an order of at least five historic plaques before having them made up by a Merrickville foundry, Village Metalsmiths.

Tristram said his board will also want to consult with other groups such as the Brockville Museum about the wording of the plaque.

The cornerstone for the tunnel was laid on September 16, 1854. The tunnel became a critical line in the Brockville and Ottawa Railway Co., which was later absorbed by

the Canadian Pacific Railway system. Excavation materials from the project created what is now the large area park area in front of the tunnel. The tunnel remained in use until the 1950s.

In 1985 the two portals were reinforced and strengthened. In June of 1988 the large wooden doors at the tunnel's south end were opened to the public. An 85-foot walkway was installed and exhibits erected to tell 'the history of the tunnel.'

In 1989, \$20,000 was spent to clean up the north entrance. Two years ago, local residents and re-enactors donned costumes to commemorate the 1854 laying of the cornerstone.

Brockville spending \$250,000 on railway tunnel upgrade.

It's better to spend more now and do the job right, city councillors decided this week when they approved a \$250,000 option to fix the north end of Brockville's railway tunnel.

"If you're going to fix it, do it right," Mayor David Henderson said Friday.

"It's a key part of the city."

While city officials have long considered the south end of the historic railway tunnel, at Armagh S. Price Park, a potential heritage tourism draw, the north end at Tunnel Avenue, just north of the downtown core, is fenced off and generally ignored by the population - other than as a dumping ground.

An assessment of the tunnel's north portal, done last year by the engineering consulting firm Genivar, "concluded that the structure is in poor condition and requires attention in the near future," according to a report from city staff.

"The two piers on either side of the entrance are shifting outward and the mortar is being washed out by ground water," adds the report.

"Genivar's engineers are concerned that there is some risk that the structure could collapse and have recommended the city limit access to the site to qualified staff and professionals."

Genivar's report proposed five options, ranging from the status quo, meaning the eventual collapse of the north portal and the prospect of a costly repair, to full restoration at an estimated cost of \$250,000.

At Tuesday's regular council meeting, councillors were presented with a motion to choose one of the less costly options, which would have spent some \$75,000 to eliminate water infiltration into the masonry from above and make drainage improvements at the ground level.

Most councillors felt that would be a stopgap measure and the city would end up having to restore the north portal eventually.

Doors at the north end of the Brockville railway tunnel on Pearl Street stand open on Friday. The structure is in bad need of repair and rather than use stopgap measures, the city will opt for a more thorough \$250,000 restoration.

"It would be pennywise and pound foolish," Councillor Henry Noble said Tuesday.

"Saving one dollar now to spend 10 later makes no sense to me."

Councillor Gord Beach, while disputing the notion that the north portal of the tunnel is a heritage site, said the restoration nonetheless needs to be done in order to preserve the structural integrity of the area of Pearl Street running above it.

Operations director Conal Cosgrove said Friday the city is now awaiting a design proposal from Genivar ahead of a restoration contract likely in the spring.

Digging their work

Keith Kennedy and his crew haven't even started putting the pieces back in place, but already the north portal of Brockville's historic railway tunnel is looking better than it has in years.

A mass of overgrown brush has been cleared away in preparation for Kennedy's crew, revealing the remarkable stonework that has even an experienced mason like Kennedy standing in awe.

"This is a masterpiece of work. ... The stone carving on this tunnel is amazing," said Kennedy.

He pays tribute to the 19th century craftsmanship while standing at the base of the impressive structure as his crew members worked some 30 feet above Tuesday afternoon.

"We're going to bring it back to life," said Kennedy, who grew up in Brockville.

Keith Kennedy Historical Masonry was the awarded the \$364,415 contract to restore the tunnel's north face last month by city council.

It's a massive job, as the old limestone blocks - weighing about 350 pounds each - must be removed separately.

Each stone is cleaned, checked for cracks, and marked so they know where to put it back in line, with a fresh trowel full of historical limestone mortar to hold it in place.

It will be just like a giant jigsaw puzzle when all the pieces are finally removed and Kennedy said they'll likely be at the site until November.

When asked about the challenge that lies ahead for his five-person crew, Kennedy can't resist joking, "We can see the light at the end of the tunnel."

Given the conditions a century and a half ago when the tunnel was built, Kennedy and his crew aren't about to complain about the work.

27/08/2009 *Brockville Recorder**Brockville and Ottawa**Brockville*

On tour in the tunnel

Posted By Michael Jiggins, Staff Writer

It's a section of Brockville even longtime city residents never get the chance to see these days.

So you knew a group of Ottawa-based railway historians would be on board when given the chance to step back in time Thursday by walking through the normally locked iron gates of the Brockville railway tunnel to explore the mysterious darkness beyond.

The experience left members of the Ottawa Railway History Circle marvelling at more than just the incredible craftsmanship and back-breaking labour that built the tunnel between 1854 and 1860.

Group members also commented on the potential tourist attraction the tunnel could become if it were opened to the public from end to end.

"It's a wonderful opportunity for a tourist to go through the first railway tunnel in Canada," said railway circle member Colin Churcher.

Even for non-railway buffs, Churcher is certain the tunnel would hold fascination, pointing in particular to the beautiful mineral deposits that have formed like natural works of art over the past two centuries.

For railway circle member Don McQueen, yesterday's tour brought back a flood of childhood memories.

Growing up in Brockville, McQueen said he often used the tunnel as a shortcut - when it was still in operation.

He recalled having to wait until the gasses from the last train exiting had dissipated before scampering the one-third mile length.

McQueen said you knew you were safe from suffocation when the light from the other end glowed a harvest moon orange.

"Today's big difference is it's much wetter and messier," he noted.

A steady flow of water has always infiltrated the tunnel, but the grading that channelled it to the sides is no longer in place. That meant yesterday's tour required the visitors to trudge through about an inch-and-a-half of mud.

McQueen, who hadn't been in the tunnel since 1959, said it was nice to have the chance to admire the construction, notably the quarter of the tunnel that's lined with hand-cut stone.

"I'm impressed and I have been for a long time at the ability of those masons to be able to build something like this," he told The Recorder and Times. "And the sad part about it is we don't know who those guys were."

Now living in London, McQueen said he's convinced those touting the tunnel as a tourist attraction are onto something.

"It would be great. Who has the experience today of walking or riding through tunnels except in enclosed railway cars or in their vehicle?" he asked.

Although parts of it are now more than 150 years old, the march of time has certainly not compromised the tunnel's interior.

Churcher said actually touching the stone surfaces and shining a flashlight into corners of the stonework give a visitor an appreciation for the enormity of the task that photographs and drawings simply can't reproduce.

"If you think about it, they gave a bunch of people some picks and shovels and said, 'Build a tunnel,'" he said. "That's the first thing that comes to me - this was done essentially by hand. It's amazing what they were able to achieve."

"And this is what we're trying to understand with our group."

Churcher also praised city officials for allowing them to take the tour and for spending the \$364,000 to restore the tunnel's north portal.

Two of Brockville's most recognized historians led Thursday's tour, and both Doug Grant and Brian Porter said it was the first time in several years that they'd ventured beyond the gates into the tunnel.

The tunnel has been closed to the public since the city assumed ownership in the 1980s.

Porter said he never loses his sense of fascination for the structure.

"I'm astounded every time I go through by the craftsmanship that you see here. These guys knew their stuff, they knew how to do their stonework," he said.

Porter and Grant said they were buoyed by the confidence the railway circle members expressed for turning the tunnel into a larger tourist attraction.

As he strolled through the 14-foot wide, 15-foot tall opening, cut through the rock from Pearl Street under city hall to the waterfront, Grant said one thing he wasn't afraid of was collapse.

"I'm never afraid in here," he said.

"This had far more pressure from steaming trains, diesel trains and those vibrations than it does now," added Grant. "People walking through are not going to cause any damage to the structure - it's lasted this long."

Obviously, Grant recognized before the tunnel can be opened to the public it will require some work to "provide comfort for people."

While it's impossible to get rid of the water, he said it could be easily channeled to the sides as was the case when it was in service.

However, as they toured its length, members of the railway circle were quick to say the tunnel should be left in its natural state as much as possible and not overwhelmed by artificial light and displays.

With a priceless resource in place, as he approached the tunnel's south exit, Churcher said all that's need now "is a champion" for the project.

Museum will offer dining experience unlike any other

The Brockville Museum is selling tickets for a unique fundraiser titled "Keefer's Tunnel Banquet" on Thursday, July 8. Celebrants will enjoy a four-course menu reflecting 1860, when Brockville's railway tunnel was completed, 150 years ago. Inspiration for the menu came from a banquet prepared for the Edward the 7th during a North American visit the same year, said museum volunteer coordinator Viktor Kaczowski. "French cuisine was very much de rigueur." Anyone attending the dinner in the south end of the tunnel on July 8 can return the next day in rubber boots for a guided tour of the entire, 1,700-foot-long tunnel, which has muddy sections. Local historian Doug Grant said it was Canada's first railway tunnel and its construction generated controversy -similar to the way the debate over Tall Ships Landing and the Maritime Discovery Centre has divided the community more recently. Grant said the railway tunnel is a major landmark in Brockville and in the city's history and could be developed into a bigger tourism attraction. Kaczowski said the railway tunnel is a solid structure. Repairs have been under way at its north end at Pearl Street. With proper funding and renovations, the entire tunnel could one day be opened up to pedestrians and cyclists. The July 8 banquet is sponsored by CP and the 1000 Islands Community Development Corporation, and a raffle prize of a trip for two has been donated by VIA Rail.

30/06/2011 BNTVNews

Brockville and Ottawa

Brockville

Brockville - The re-activated tunnel committee is hoping this time around something can be done with the city's historic railway tunnel after touring the landmark Tuesday afternoon.

After decades of in-activity and delays, the newest edition of the tunnel committee said they want to see Canada's first railway tunnel finally developed as a tourist attraction with ideas as simple as a bike/walking path.

The committee toured the 151 year-old tunnel on Tuesday afternoon along with local media walking the entire 527m (1,730 ft) length of the historic landmark.

City councillor David LeSueur and tunnel committee chair said one of the first things that needs to be done is to make sure the tunnel is safe for public use.

There are many ideas that have been suggested including a bike/walking path, a train ride and the use of dining cars as a restaurant.

The idea of developing the tunnel as a tourist attraction is not a new idea. As far back as 1974, the city was talking about the tunnel being developed, issuing its first report saying the tunnel should be developed and used as a tourist attraction.

Since then not much has been done, aside from opening the first 85 feet of the southern portion of the tunnel to visitors. LeSueur says the drainage and geological studies should be underway in about a month.

Another issue that something can be done rather quickly is cleaning up the northern end of the tunnel. Right now it is overgrown and a depository of garbage. Committee members would like to see it clean up and possibly with lights being installed to keep people from dumping there.

Once the surveys and drainage are completed and any work completed to deem the tunnel safe, LeSueur said the committee is ready to consider every option for what to do with the tunnel, from walking or biking paths, to having small trains carry people through as a tourist ride.

The tunnel was designed to permit access to the riverfront by the Brockville and Ottawa Railway. Construction of the tunnel began in September 1854 but was not opened for rail traffic until December 31, 1860. The tunnel was built to facilitate the Brockville and Ottawa Railway linking the port facilities on the St. Lawrence River ship route with the timber trade of the Ottawa Valley.

The tunnel was used until the mid 1970's. It was turned over to the City of Brockville by Marathon Realty, the real estate wing of the Canadian Pacific Railway in the 1980's.

Contains video with footage of a steam locomotive and train entering and leaving the tunnel in the winter.

Tunnel Damage Called Minor

Brockville Ontario - The damage done to the city's historic railway tunnel by last week's truck accident is "minor" and should be easily repaired, says the head of the railway tunnel committee.

"I think it's business as usual. It looks like minor damage. I think the insurance company will take care of it," said Councillor David LeSueur, chairman of the Brockville railway tunnel advisory committee.

In an email to city officials and tunnel committee members, copied to The Recorder and Times, city operations director Conal Cosgrove confirms Lesley White, the city's manager of strategic initiatives, "has contacted the City's insurance broker, who will assist us in ensuring that the cost of the repairs are covered by the truck driver's insurance."

That came as a relief to railway tunnel committee member Doug Grant, who had expressed concern about the damage caused by the mishap to the historic tunnel.

"That's the important thing, that somebody's going to pay for it, other than the committee," said Grant.

The concerns came after a driverless flatbed truck shot out of control down East Market Street Friday morning, narrowly avoiding a catastrophe before coming to a stop with the front end of the cab hanging over the retaining wall of the tunnel.

No one was injured in the incident.

But there was concern about the damage done to the retaining wall, which underwent a comprehensive upgrade that included re-pointing in recent years.

The cab of the truck slammed down on the top of the wall as the wheels went over the edge, coming to a sudden stop atop the structure.

The impact caused some mortar to fall out between stones that were re-pointed two years ago and appeared to leave a crack on the flat surface at the top of the wall.

The driver of the vehicle, whose name was not released by city police, was charged under the Highway Traffic Act with failing to take precautions to ensure the vehicle would not be set in motion.

LeSueur and Grant were also worried about damage done to the wooden slats in front of the tunnel's entrance by a front-end loader needed to get the truck's wheels over the wall.

"That's a project that I'm in the middle of working on. We're replacing boards and we're going to do some more," said Grant.

The committee has hired contractors to replace the wooden deck and work will resume in the spring, he added.

The revitalization of the historic railway tunnel remains a key part of Brockville's capital plan.

In 2013, council enshrined a contribution of \$300,000 toward the the railway tunnel revitalization project, over a four-year period starting this year, on the city's list of capital priorities.

"It's all going quite well," said LeSueur, who hopes to present new drawings showing "an artistic conception" of the project early in the new year.

Ron Zajac

17/02/2015 Brockville Recorder**Brockville and Ottawa****Brockville****Brockville Tunnel Contract Backed**

Brockville Ontario - Critical design work on Brockville's railway tunnel project, aimed at turning the tunnel into a history-themed tourist attraction, is a step closer to happening.

Council's finance, administration, and operations committee is recommending the full council approve a contract with the firm Inspec-Sol Inc., for an "upset limit fee" of \$132,500, not including HST, "to complete the engineering design and preparation of tender documents for the work required to open the Brockville Railway Tunnel to the public."

The full council is expected to put the matter to a final vote next Tuesday.

The contract is for preliminary work, including a cost estimate, on a larger restoration project currently expected to cost between \$1.5 million and \$2 million.

While project skeptic Councillor Jeff Earle questioned doing yet another study of the tunnel, the project's main proponent, Councillor David LeSueur, insisted this is not a study.

The work involves drawing up tender documents so contractors can bid on the work, said city operations director Conal Cosgrove.

Some rock and masonry needs to be stabilized, he added, and other elements of the design work involve drainage matters, public safety code requirements, and the laying of a path on the ground through the tunnel.

"The purpose of this work is to put all of this together in a document that can be bid on by contractors," said Cosgrove.

"This is the next step, actually nailing down the cost of the tunnel," added LeSueur, chairman of the Brockville railway tunnel advisory committee.

For now, the overall vision is of a \$4 million plan to make a tourist attraction of Canada's oldest railway tunnel, which includes amenities added on to this basic restoration.

The tunnel committee hopes to have a small tour train taking visitors through the tunnel and to other attractions, a dining car, playground, and visitor centre, as well as a roundhouse at the north portal that could be used as a community centre.

It hopes to see that entire project done by 1 Jul 2017, coinciding with Canada's 150th anniversary.

Council has committed \$300,000 toward the railway tunnel over four years starting last year, and has also included the project on its list of capital priorities.

Fundraising is a critical part of making the project happen, and LeSueur told the committee the tunnel group has identified a number of funding opportunities for requests.

He expects to hear back about those applications in six months to a year.

"We're going after the large amounts," said LeSueur.

Applying for those grants will be difficult without having this engineering design work on hand to identify the scope and nature of the project, said Councillor Jane Fullarton.

The Inspec-Sol bid was the middle submission, in terms of cost, of three bids, with the highest coming in at \$295,715 and the lowest at \$85,565.

Cost was only one factor city officials evaluated, looking also at such things as staff experience, references, schedule, and "demonstrated understanding of the project."

Funding for the design work is to come from the city's special railway tunnel capital account.

20/03/2015 Brockville Recorder**Brockville and Ottawa****Brockville****Tunnel Jumper Charged With Stunt Driving**

Brockville Ontario - An attempt to "jump" the Water Street railway tunnel early Friday led to a 19-year-old motorist being charged with stunt driving.

City police arrived in the process of an attempted jump after receiving complaints about the operation of a vehicle on city streets shortly after midnight.

The driver was issued a summons for a future court date and the vehicle was impounded for seven days.

from WAYNE LOWRIE : THE RECORDER AND TIMES: 8-12-2017

Re-Opening of the CPR Brockville Tunnel August 12th, 2017

For David LeSueur, today proves that there is light at the end of the tunnel. The city councillor and a band of volunteers have been toiling for years on their dream of re-opening the Brockville railway tunnel, which saw its last train pass through 48 years ago. Now that dream has come true with the official reopening of Canada's first railway tunnel. "It's a shock," said LeSueur, referring to the emotion of finally seeing the 157-year-old tunnel reopen after hours and years of effort to restore it.

LeSueur became involved with the tunnel dream after his first election to council in 2010. People had been telling him that it was a shame to eat the tunnel was gated up with no public access through it, so LeSueur made it a plank in his election platform. Unlike other volunteers who were train buffs or who pushed for the reopening out of historic nostalgia, LeSueur comes at it for economic-development reasons.

LeSueur describes the tunnel as Brockville's "most unique asset." Many towns and cities are located on lakes and rivers with harbours, beaches and natural beauty, he said. "But this is the one thing that distinguishes Brockville from any other city or town in Canada," he said. "It was a waste not to share it with others."

After his election to council, the tunnel committee was reformed with LeSueur as chair. It had been disbanded about four years earlier, and many of the former members are happy to come aboard again. The idea of opening the tunnel as a tourist attraction has been around for at least 40 years.

After Canadian Pacific Railway discontinued use of the tunnel in 1969, the first of many engineering studies looked at future uses. That first study, released in 1974, proposed options for the tunnel, including opening it as a tourist attraction, using it for storage, or actually filling it in. The tunnel remained in the railway's hands until 1983 when CP Rail sold the tunnel and its waterfront lands at the south mouth of the tunnel to the city for \$1.

The land was developed into the Armagh Sifton Park but the tunnel was largely left untouched except for about 80 feet at the south end of the tunnel, which was opened to the public. The rest of it was blocked by the iron gate.

After his election, LeSueur became the major political force spearheading the tunnel reopening, along with the 10-member committee. His efforts led to three more studies on the viability of the idea. The first chore was to figure out whether or not opening the tunnel would be safe from an engineering point of view, LeSueur said. That study, released in 2012 concluded that the tunnel was structurally sound and it could be opened.

Next came a market study to determine whether it could be viable as a tourist destination. City council members wanted to know if they build it, would people come? LeSueur said the market study in 2013 was positive, so city council decided to go back to the engineers for a second study on how the project could be done. That study was ready in 2014. All the project needed now was money to pay for the \$4 million project. LeSueur said the city decided to contribute \$75,000 a year over four years to start the fund raising efforts. He stresses that the \$300,000 is the only municipal contribution to the project - the rest of the money has come from the federal and provincial governments and private donations. The federal government has kicked in \$500,000, the province about \$800,000 and the rest has come from private donors. LeSueur said the tunnel fund raisers are still trying to raise about \$600,000. ... Once private donations came rolling in - some from international companies - the concerns of many councillors were soothed, he said.

The Brockville Railway Tunnel was built between 1854 and 1860 to allow the Brockville and Ottawa Railway to connect the city's waterfront industrial district to Ottawa. The railway chose to blast through the centre of the city with the tunnel, instead of the option of doing an end run to the west [following Buell's Creek as the later 'Loop Line' did -ed]. Engineers used gunpowder to blast through the solid hill of rock. It measures 14 feet, 9 inches tall and 14 feet wide. The 1,721-foot-long tunnel runs directly under city hall, which was built two years later. Two air vents from the tunnel run up through city hall and out through chimneys on its roof. The dirt from the tunnel was used for the causeway to Blockhouse Island.

A history prepared by the tunnel committee describes the inside of the tunnel this way: .

"The bottom and top thirds of the tunnel are completely lined with stone held together by water lime. The centre third of the tunnel is unlined, with the craggy rock still exposed and dripping water resulting in colourful mineral deposits in interesting formations along the walls. At each end of the tunnel portals made of limestone were constructed, with the southern portal being more extensive than the north."

15/08/2017 Brockville Recorder Brockville and Ottawa Brockville

from WAYNE LOWRIE : THE RECORDER AND TIMES: 8-15-2017

The reaction of visitors to Brockville's Railway Tunnel seemed to be almost universal. "It's cool," said [one visitor from] Montreal. "I think it's really, really cool." And so it was, both literally and figuratively. The temperate of the tunnel was a good 10 degrees cooler than at the sun-baked opening ceremonies held outside the doors to the structure.

Brockville Tourism estimated that 7,000 people walked through the tunnel during the first four hours after its official opening on Saturday. Indeed, the crowds were so packed at the entrance that police and security had to limit people to blocks of 500 at a time because of fire-safety regulations. For the first couple of hours after the opening, the visitors were limited to one-way traffic because of the crush of people. ... A pipe band led the walk through the tunnel followed by historic re-enactors and the first 500 visitors. The first 500 were an eclectic mix - parents with children in strollers, teens, two elderly men in electric wheelchairs, mothers with babies and some people with pets. ... Cell phones were also held high as people videoed the historic occasion. Many people seemed in awe at the magnificence of the granite walls and the limestone lining at the ends of the tunnel. The LED lighting running along the base of the tunnel illuminated the walls and the ceiling, and provided a light show of different colours. Mayor David Henderson described the lights by Philips Lighting as the same technology used at Buckingham Palace and to light up the Empire State building. In sections of the tunnel, a steady drip of spring water annoyed some visitors, although none seemed have bothered to purchase the \$2 ponchos offered at the mouth of the tunnel. But while a nuisance to some, that dripping water has contributed to the beauty of the tunnel. The water has carried minerals down the walls for the past 157 years, creating thick cakes of mineral deposits, which slimmer in the dancing LED lights.

(Many were) was spellbound by the minerals on the walls, comparing them to the caverns of North Carolina. ... There is another not-so-natural deposit left on the tunnel walls over the years. People who touched the walls were left with soot - blackened fingers from the decades of coal-fired engines that powered the locomotives.

Tourists and History Lovers Flock to Canada's First Railway Tunnel

Brockville Ontario - Tourists and historians are once again flocking to Canada's first railway tunnel in Brockville, home to stone walls, century-old mineral deposits, and a brand new light show.

The tunnel opened for its second season Saturday, after its debut in 2017 made it one of the top tourist sites in Ontario, said Brockville councillor David LeSueur.

"The city has made it completely safe and added the light show and music," said LeSueur, who worked on the tunnel for seven years and spoke with CBC Radio's In Town and Out, Saturday.

"It's something for everyone."

The 525 metre stone tunnel, built between 1854 and 1860, runs through the downtown core of the city.

It was initially built for the Brockville & Ottawa Railway.

The tunnel was last used for train travel in 1970, and the City of Brockville acquired it more than a decade after.

In August 2017, the city reopened the tunnel as a tourist attraction.

Although the rail tracks have been removed, the tunnel features a light show that highlights its engineering, architectural, and geological features.

LeSueur, who also chairs the Brockville Railway Tunnel Committee, told In Town and Out that its original walls remain untouched.

"There's a little bit of water that drips on you in certain areas. You'll see stone work. You'll see an area that they used gun powder to blast through the rock," he said.

"It comes out to the north end of the city near the CN tracks, and the line used to go all the way up to Ottawa."

Roughly 25,000 visitors walked through the tunnel during its debut weekend last year, LeSueur said.

"A lot of people say that, at the end of the day, it calms them down," he said.

"Kids like to dance to the music. Historians and photographers are hard to get out of there. They love the architectural features and the mineral deposits that have been built up for 150 years plus."

This year the tunnel reopened around Easter, LeSueur said, to welcome back families during the long weekend.

It was even home to an Easter egg hunt this year, he added.

"All the citizens of Brockville were thinking we should open it as a tourist attraction," he said.

"It's a fantastic site."

10/06/2021 Belleville Intelligencer

Brockville and Ottawa

Brockville Tunnel

Railway Tunnel Opens Friday

Brockville Ontario - When Brockville residents join people across Ontario to dine in outdoor patios Friday, they can cool off afterward with a walk in the Brockville Railway Tunnel.

City Hall announced earlier this week the popular attraction will open Friday morning as the province enters Stage One of its gradual re-emergence from COVID-19 lockdown.

The tunnel will open at 09:00, Friday, and operate on a nine-to-nine schedule, with the same caveats in place as in last year's mid-pandemic reopening.

"We are asking people to wear their masks while they are in the tunnel, which is the same as we did last year," said city manager Janette Loveys.

In keeping with provincial guidelines, Loveys suggested people "use with caution" if they see more than 10 people in the tunnel.

Other safety measures in place last year included advising tunnel-goers to stay to the right and respect physical distancing with no congregating.

City officials are excited to be able to reopen the tunnel, added Loveys.

The waning of the pandemic's third wave is allowing the city to reopen the tunnel earlier than last year, when it was open from mid August to early October.

Echoing comments earlier in the week from Mayor Jason Baker, Loveys said the city's goal is to balance safety with a reopening of businesses and activities.

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Brockville and Ottawa

Brockville

Aquarium Opens Train Ride That Runs Through Historic Railway Tunnel

Brockville Ontario - The Aquarium Express is up and running in downtown Brockville, bringing visitors of all ages around Blockhouse Island and through the city's historic railway tunnel.

The ride begins outside the Brockville Visitor's Centre, and the train takes its riders for a 15 minute loop around the city's waterfront.

Tickets must be bought in advance and cars are limited due to the COVID-19 pandemic.

The Aquarium suggests booking some time in advance, since rides have been sold out every day since it opened on Friday.

The Aquarium itself opened last Saturday.

12/08/2022 Brockville Recorder

Brockville and Ottawa

Brockville

Experts Thrilled at Tunnel Visit

Brockville Ontario - A group of tunnel experts took a tour earlier this week of Brockville's own unique tunnel, and came away impressed.

Some 120 geological engineers, tunnelling experts and graduate students from across Canada visited the Brockville Railway Tunnel on Tuesday, getting a chance to cast an informed eye on its many features and formations, before sitting down to a banquet in the attraction in the evening.

"It was quite exciting," said Brian Porter, chairman of the Brockville Railway Tunnel Committee, adding the experts were impressed with what they saw.

Friday marked the fifth anniversary of the official opening of the Brockville Railway Tunnel.

Known as Canada's first railway tunnel, the restored feature has proven a lasting tourist attraction over the past half-decade.

Tuesday's visitors were in Kingston for a three-day conference organized by the Queen's Geomechanics and Geohazards Group, a research group in the university's Department of Geological Sciences and Geological Engineering.

Dr. Mark Diederichs, a professor of geological sciences and geological engineering at Queen's who has brought students to the Brockville tunnel before, brought this group here.

Porter said the interest was palpable as the group's members made their way from the north end through the tunnel.

He added they were addressed by Prof. Diederichs, Profs. Jennifer Day, Jean Hutchinson from Queen's, and Erik Eberhardt, past president of the Tunnelling Association of Canada.

"They were people from all over Canada who work with rock formations, rock hazards, and that type of thing," added Porter.

"They had an appreciation for this early tunnelling project in Canada."

Brockberry Catering took care of the banquet inside the tunnel.

The group got a chance to appreciate historical features most tunnel-goers might miss, and their visit offers more exposure to Brockville's unique attraction, said Porter.

"We've got a treasure," he added.

"When they go back home, they're the kind of people who will talk about this experience. It's good for Brockville."

Railway Tunnel Reopens

Brockville Ontario - One of downtown Brockville's biggest marvels has opened its oversized doors for another season.

The much-anticipated spring reopening of the Brockville Railway Tunnel took place Thursday, with mayor Matt Wren describing this year in particular as one of recovery, and moving past the challenges of the last few years.

"It just seemed that, rather than just opening the doors and turning on the lights we should take pause and celebrate the fact we have this marvelous thing in our community, the oldest railway tunnel in Canada," Wren said at the opening ceremonies.

"I think the other thing that makes this small gathering important is that, perhaps, we can finally celebrate with confidence the fact we are entering a summer season that will feel back to normal."

The popular tourist draw, which closes its doors for the winter each year, will now be open from 09:00 to 21:00 seven days a week, until October.

The opening ceremony at the south entrance of the tunnel Thursday was well attended, with around 40 people in attendance, including members of the Brockville Infantry Company, and Brockville Legion Pipes and Drums.

The well-loved facility first opened to the public in 2017, after a years-long fundraising campaign, as well as extensive planning, studies, and construction work.

Wren said while he wasn't involved with city council when the decision was made to restore the tunnel, he did have the opportunity to walk through before construction began.

"That involved flashlights and gum rubber high boots. It was certainly very interesting to see, but it was impossible to envision what this could become," Wren said.

"It wasn't easy, it was a very big endeavor, and if it weren't for the determination of a number of individuals, and the tremendous generosity of many donors, we wouldn't be standing here today in front of what is truly a gem in our downtown core and on the shores of our beautiful waterfront."

The attraction has turned into the main tourism draw for the city, each year bringing tens of thousands of visitors to the city's downtown core.

Wren said the tunnel "is by far and away the main draw attracting people to visit our city."

"It has put us on the map," he said.

There is no charge for admission to the tunnel, but officials ask for donations in one of the red donation bins at either end of the tunnel to help pay for the ongoing costs to run it.

24/04/2024 Brockville Recorder

Brockville and Ottawa

Brockville Tunnel

City to Spend Another \$300,000 for Tunnel Fix

Brockville Ontario - In a narrow vote, city council on Tuesday decided to spend an extra \$300,000 to replace failed equipment in the Brockville Railway tunnel, judging it necessary to take a financial hit in order to maintain a key attraction for the tourism season.

With eight of council's nine members present, council voted 5-3 in favour of a motion to authorize the purchase of additional tunnel lighting components, at a cost of \$300,229, to be covered by reserves.

The decision follows a recent call for tenders in which the city's only tunnel contractor to date, Ford Electric, was narrowly outbid by another company.

Last week, director of operations Phil Wood briefed council on the extent of the faster-than-expected equipment failure in the railway tunnel. Water infiltration, caused by mineral deposits on the lenses of the tunnel lights, has led to their rapid failure, while water infiltration into the pedestals along the tunnel has also taken out many of the enablers that drive the facility's light show.

While this year's capital budget includes \$120,000 to replace failed lighting system components in the tunnel, this was based on an assessment by the contractor at the end of last year's tourism season, staff reported.

But city officials then discovered things had gotten worse in the tunnel over the winter.

The latest staff report notes that the approved \$120,000 was for the replacement of 54 failed lighting strips and four failed lighting enablers.

That initial budget, based on last fall's assessment, led to a recent call for tenders in which nine companies bid, the report adds.

The only two bids that came in under the \$120,000 budget were from Ford Electric (\$118,282) and the eventual winner, ACF Electric (\$118,091). Since then, the additional equipment required has been tallied up at 143 color kinetic lighting fixtures, 10 more lighting enablers, auxiliary cables, and components, the staff report notes.

Staff contacted ACF Electric to discuss expanding the scope of the contract to include all the newly-required components, and the result is the \$300,000 figure, with an estimated delivery time of nine to 10 weeks.

Wood told council Tuesday this would allow the tunnel to be restored to its previous state in time for early July.

Mayor Matt Wren said expanding the existing contract is permissible under the city's procurement rules, and doing it this way, rather than issuing a fresh call for tenders, could mean the difference between getting the lights on Canada Day or Labour Day.

Another alternative was to continue with the current situation, in which a smaller stretch of lights would remain at white only (no colour light show) with some gaps, while staff further investigated a more permanent fix.

While some councillors favoured this, Coun. Katherine Hobbs, who was once Brockville's tourism director, argued a "white light season" would not only not be as good as the complete light show, but would damage the tunnel's long-term ability to draw tourists.

If the city advertises an exciting light show inside the tunnel and tourists do not see that, "that kind of a reputation is far worse for us than the \$300,000 is, because that will always be with us. Getting word-of-mouth out there that something's bad is permanent," said Hobbs.

Coun. Jane Fullarton agreed.

"It's a terrible expense for us to have to go to, but I don't think we should lose the momentum for the city that the tunnel has created," said Fullarton. Coun. Jeff Earle balked at the cost of the new contract, in combination with the existing \$120,000 in spending.

"At this point, between the original tender and the modified or upgraded version, we're looking at almost a half-million dollars here. It's the same equipment which could suffer the same fate in the same time period," said Earle.

Earle questioned why no one did any "homework" over the winter when there was time to look for more waterproof equipment.

Earle also warned that backing this expanded contract comes with no guarantee the lights will be delivered on time, raising the prospect that the purchase will be in vain.

"I can't be fiscally responsible and hold my hand up for this," he added.

Coun. Louise Severson also opposed the purchase, and introduced a motion to delay the \$300,000 deal until 14 May 2024, giving staff more time to report on a more permanent fix.

With Coun. Nathalie Laverne not at the meeting, that motion to defer fell to a 4-4 tie, with Earle, Severson, Mike Kalivas, and Cameron Wales supporting it, while the mayor, Hobbs, Fullarton and Coun. Phil Deery voted against the delay.

The subsequent vote on the initial motion did not, however, produce the same result in reverse.

While Deery, Fullarton, Hobbs and the mayor voted yes, Wales also joined their ranks, leaving Earle, Kalivas, and Severson to vote against.

The motion also directs staff "to bring reports to the general committee detailing remedial, short turn-around solutions to improve the longevity problems of lighting system equipment and further comprehensive long-term solutions intended to resolve chronic lighting system problems."

Ronald Zajac.