

Local Railway Items from Ottawa 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.

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 od 24 June 1854

21/09/1854 Brockville Recorder Brockville and Ottawa Brockville

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.

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*

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..

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

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

31/07/1856 *Brockville Recorder**Brockville and Ottawa*

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?

18/09/1856 Brockville Recorder Brockville and Ottawa

Letter about the route.

02/10/1856 Brockville Recorder Brockville and Ottawa

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.

29/10/1856 Globe and Mail Brockville and Ottawa

Brockville and Ottawa Railway

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 Smiths Falls, Perth, Carleton Place & Arnprior.

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

The work will be divided into sections of 8? to 6? miles, Tenders will be received for one more Sections. Payments will be made monthly in Cash.

Blank terms of tender will be furnished either at Brockville or Smiths 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.

ROBT. HERVEY, Secy. B.O.R.W. Co., Brockville, August 12, 1856.

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.--

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.

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.--

Breaking ground for the rail road depot - speechifying - Bobby Moore calls the "Chise;ers" 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 respnded 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 liquids - 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, plumbers 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 cried 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 cogotating 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 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.

Gentlemin, 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. gentlemin, 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, gentlemin? Because (rest lost)

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 Smiths 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 Smiths 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 Smiths Falls during the fall and winter. The rails, we wunderstand, are laid between Smiths 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.

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.

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 Smiths 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.

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.

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.

23/12/1858 *Brockville Recorder*

Brockville and Ottawa

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 Smith's 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 Smith's 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.

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.

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

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 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.

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.

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.

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.

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.

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 erectin 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 fr 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 matterm 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 raail, 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 wrk 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 off that building would be different from what was anticipated. We finally agreed to build it as located by Mr. Dixon for \$400 ver and above our original price provided that a certain amount of rock that we were to excavate if the island fille up the part of the wall that was in the river-- -

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 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, howeve the island is to be levelled, and the leveling process could not be completed so long as the old Block-house reared its bead 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 Amprior 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.

Editorial - Debentures and Interest Money.

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.

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 Foster's 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.

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

Account of annual meeting of Brockville and Ottawa Railway.

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 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 Rolling Stock costs more than it 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.

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.

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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.

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.

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 tonmake from the township of Elizbethtown 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 Elizabthtown 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 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.

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.

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.

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.--

22/09/1865 The Union, Ottawa Brockville and Ottawa

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.

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".

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.

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.

11 October - coroners inquest - accidental death, No. 5 locomotive, track in unsafe condition, regret the company have not more reverence to the Sabbath.

17/02/1873 The Times, Ottawa Brockville and Ottawa

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

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