

# Local Railway Items from Ottawa Papers - CPR Brockville subdivision

*Wednesday 07/09/1853 Prescott Telegraph Brockville*

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.

*Thursday 27/04/1854 Brockville Recorder Brockville*

--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.

*Saturday 16/06/1854 Bathurst Courier Brockville*

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 on 24 June 1854

*Thursday 21/09/1854 Brockville Recorder Brockville 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.

*Thursday 26/10/1854 Brockville Recorder Brockville 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*

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

*Friday 30/11/1855 Perth Courier Brockville*

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

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

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.

Thursday 20/03/1856 Brockville Recorder Brockville

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.

Thursday 17/04/1856 Brockville Recorder Brockville

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..

Thursday 17/04/1856 Brockville Recorder Brockville

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

Thursday 31/07/1856 Brockville Recorder Brockville

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 07/08/1856 Brockville Recorder Brockville

Long editorial - The second attempt of those engaged in forwarding the Brockville and Ottawa Railroad, was, on Thursday last, brought to a crisis by the cry of "breakers ahead". More.

08/08/1856 Bathurst Courier Brockville

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?

Thursday 18/09/1856 Brockville Recorder Brockville

Letter about the route.

**Thursday 02/10/1856 Brockville Recorder Brockville**

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.

**Wednesday 29/10/1856 Globe and Mail Brockville**

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.

**Thursday 27/11/1856 Brockville Recorder Brockville**

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

**Thursday 04/12/1856 Brockville Recorder Brockville**

Editorial - Tunnel or no tunnel.

**Thursday 11/12/1856 Brockville Recorder Brockville**

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

**Friday 23/01/1857 The Tribune, Ottawa Brockville**

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.

**Thursday 05/02/1857 Brockville Recorder Brockville**

Editorial - The Railroad a Fix.

**Thursday 09/04/1857 Brockville Recorder Brockville**

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 thought 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."

**Thursday 04/06/1857 Brockville Recorder Brockville**

House has refused to extend the charter.

**Thursday 11/06/1857 Brockville Recorder Brockville**

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

**Thursday 30/07/1857 Brockville Recorder Brockville**

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. --

**Thursday 26/11/1857 Brockville Recorder Brockville**

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.--

**Thursday 15/04/1858 Brockville Recorder Brockville**

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.

**Thursday 27/05/1858 Brockville Recorder Brockville**

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

**Friday 28/05/1858 Perth Courier Brockville**

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 responded to by a goodly number, the effects of which were becoming more apparent every minute). Mr. Bothwell concluded by observing that during the erection of the buildings a good many heavy lifts would be wanted and that he would call on the audience for assistance just as frankly as he had asked them to imbibe, and hoped that they would not be backward in coming forward on the occasion. This was received with some cheering but with nothing like the enthusiasm which the refreshing intelligence of scattering so many dollars had called forth).

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

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

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

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)

**Thursday 04/11/1858 Brockville Recorder Brockville**

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.

**Friday 05/11/1858 Perth Courier Brockville**

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)

**Thursday 18/11/1858 Brockville Recorder Brockville**

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**

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.

**Thursday 09/12/1858 Brockville Recorder Brockville**

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

**Thursday 23/12/1858 Brockville Recorder Brockville**

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.

**Thursday 13/01/1859 Brockville Recorder Brockville water**

We have had a ride on the rail to Perth. Don't ask how long the journey occupied, whether three hours or ten hours, as the time taken cannot ignore the fact that the rails are connected and passenger cars from Brockville have entered Perth. This is a great fact, and there is no use denying it.

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

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

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

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

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

**Thursday 03/02/1859 Brockville Recorder Brockville**

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.

**Thursday 24/02/1859 Brockville Recorder Brockville**

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.

**05/05/1859 Brockville Recorder Brockville**

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 must have perished. Then probably, the Government Inspector (rest illegible).

**24/05/1859 Brockville Recorder Brockville Brockville**

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

**Saturday 09/07/1859 The Tribune, Ottawa Brockville**

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.

**Friday 10/09/1859 Perth Courier Brockville**

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 understand, 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.

(Note - date may be wrong)

**Saturday 17/09/1859 The Tribune, Ottawa Brockville**

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.

**Friday 09/12/1859 Perth Courier Brockville Brockville**

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

**09/02/1860 Brockville Recorder Brockville**

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

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

**14/06/1860 Brockville Recorder Brockville**

Editorial - Debentures and Interest Money.

**Tuesday 04/09/1860 Montreal Gazette Brockville Brockville**

Arrival of the Royal party at Brockville. (excerpt)

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

In front of the station, a platform covered with tapestry carpet, had been built and roofed in with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains. There were six triumphal arches, chiefly green spruce trees, in various parts of the town. It was fortunate that preparations had been made 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

Account of annual meeting of Brockville and Ottawa Railway.

28/02/1861

Brockville Recorder

Brockville

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

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

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

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

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

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

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

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

(Illegible)

I would beg leave to state that from the want of a sufficient number of engines, our repairs of 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

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

20/03/1862

Brockville Recorder

Brockville

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

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

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

27/03/1862

Brockville Recorder

Brockville

Account of Railroad Meeting at North Elmsley.

Saturday

19/12/1863

The Union, Ottawa

Brockville

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.

Thursday

16/06/1864

The Union, Ottawa

Brockville

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.

Thursday

04/10/1864

The Union, Ottawa

Brockville

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**

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.

**Friday 09/12/1864 Ottawa Citizen Brockville**

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

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

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.

**Saturday 08/07/1865 Ottawa Citizen Brockville 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.

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

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.

**Monday 28/08/1865 The Union, Ottawa Brockville 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.

**Tuesday 12/09/1865 Ottawa Citizen Brockville 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**

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.--

**Friday 22/09/1865 The Union, Ottawa Brockville**

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.

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

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

**Friday 02/06/1871 Ottawa Citizen Brockville 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.

**Saturday 06/07/1872 Ottawa Citizen Brockville**

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.

**Friday 12/07/1872 Ottawa Citizen Brockville**

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.

**Friday 26/07/1872 Ottawa Free Press Brockville 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.

**Thursday 29/08/1872 Ottawa Free Press Brockville 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.

**Tuesday 01/10/1872 Ottawa Citizen Brockville**

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.

**05/04/1877 Brockville Recorder Brockville**

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

**Friday 23/08/1878 Renfrew Mercury Brockville Smiths Falls wood**

On Friday last, as the one o'clock train for Brockville was just going out, several parties went into the freight shed at the depot and the baggage master Earle, not knowing of their presence in the shed, and having duties elsewhere, locked the door and went off. Shortly after a great racket at the door. Mr. Bayley was near at the time, and inquired what the matter was, when the prisoners made known their distress. They were passengers by the train and were in danger of being left behind. Mr. B. started for the key, but the chaps, fortunately discovered another door which they could unbar inside, and caught their train while she was taking on wood. Smiths Falls News.

**10/08/1881 Ottawa Free Press Brockville**

Account of excursion Ottawa-Brockville.

**Tuesday 11/10/1881 Ottawa Free Press Brockville**

The Brockville recorder gets off the following: One of our back country exchanges announces the recent construction of a new car on the Canada Pacific for the exclusive use of shantymen, and says it is large and high. There ought to be a bar in both ends and the rest left for a battleground.

**Friday 13/01/1882 Renfrew Mercury Brockville**

It is said that hereafter the line between Brockville and Ottawa will be devoted more largely to passenger traffic and that between Prescott and Ottawa to freight traffic, the new order of things dating from last Monday, when the syndicate took possession of the latter road. It is also stated that hereafter, when the Grand Trunk is late from the West, the train will not wait at Brockville. If this be true, it is another illustration of the remarkably deficient designing powers of the C.P.R. The country to be served between Brockville and Mactier has more claims than that between Prescott and Ottawa, and if wither ought to wait for the Western Grand trunk it surely ought to be the C.P.R. - Central Canadian.

**Friday 27/01/1882 Renfrew Mercury Brockville**

The statement that the C.P.R. express leaving Brockville in the afternoon will not wait for the G.T.R. train when late has been denied by Mr. Baker, who says connections will be made as usual.

**22/05/1882 Brockville Recorder Brockville**

We have, in our short and uneventful career, heard of runaway girls, runaway horses, runaway matches and even runaway engines, but it remained for our maturer years to hear of a runaway railway car. Such a curiosity came to light on Saturday, and ??respects resulted more serious ly than the majority of runaways. During the afternoon there lay, among other cars, on the track of the Canadian Pacific Railway, above the junction, a box car loaded with black oil. It was couled, but was detached while shunting. While a brakeman named Law was on the car the brake, by some means, became broken or loose and the ? commenced. The grade is considerable at the point of starting and in a few moments the fully laden fugitive was under full headway. The line was open, the brake refused to work, and Law in a few moments found himself going through the inky blackness of the tunnel at a 20 mile an hour gait. There did not seem to be any way stations and Law had no chance to stop for orders. Daylight very soon appeared again and as the car emerged from the darkness the true nature f his peril was revealed. The main ine was cnnected with the track leading to the "Armstrong" ? and on this track the pilot engine, with engineer O'Brien on board was standing. As soon as he saw the situation and realised that a collision was inevitable ? jumped? and the car ? into the pilot. A shower of splinters and a crash that rattled the windows of the station building ? an inspection which revealed no broken bones but the car was seen to be in bad shape. The whole end was ? in and the oil was pouring in black ? through crevices of the deck into the river. Law received no serious injury, and O'Brien who stood at his post, like a "brick" also escaped unhurt. Had the engine not been on the track the probability is that the cabin would have been torn out of the "Armstrong" and the whole cargo dumped in the river.

**28/07/1882 Ottawa Citizen Brockville**

The half past eleven freight train on the Brockville branch, when one mile south of Smiths Falls, collided with a special locomotive and tender coming from Brockville. Engineer Burns was killed. Some ten freight cars were damaged as well as both locomotives.

A special carrying Sir John Macdonald arrived shortly after the collision, but returned to Ottawa after an hour's delay.

More.

**29/07/1882 Brockville Recorder Brockville**

Only having a few minutes in which to give notice of the disaster on the C.P.R. yesterday before going to press, our report was gained hurriedly and was therefore quite inaccurate. It was nearly six o'clock this morning before anyone reached the scene of the accident, and not until that hour could accurate be obtained concerning the affair.

It now seems that Burns collided with the freight train, and not the express as stated yesterday, and he was running a single engine out at the time. He left here about 11 o'clock with a special engine carrying a white flag cleared for Carleton Place. He stopped at Irish Creek, and was there, it is said, given a clearance for Smiths Falls. About 1½ miles this side of Smiths Falls, while rounding a bad curve, he met freight train No. 39 with 21 loaded flat cars, and though the special was running comparatively easy at the time, the smash which followed is described as terrific. The whole cylinder of the special was torn from its platform and both engines left the track. They met just over a culvert at the crossing and as the engines fell into the hole the loaded cars piled one above the other into the wreck. Of the whole train of 21 cars, 16 were smashed, 12 being so completely ruined that they will likely be burned beside the track today. They included rolling stock of the C.P.R., New York Central, Grand Trunk and Utica and Black River Railways. Both engines were also torn to pieces, the headlights being compressed together into a space only a few inches in thickness.

The first thing to do after the accident happened was to look for casualties, and search was at once made for the missing. All hands turned up except Engineer Burns, and in three or four minutes the poor fellow was found beneath the ruins of his engine, still alive, but so horribly burned and crushed as to leave no doubt as to his having met his death blow. When the engines came together he had been thrown against the boiler head and there held while the whole contents of the heated boiler poured from the broken gauge glass directly over his body, liberally parboiling him from the waist up. He was taken out and conveyed to a farm house where he lingered in great agony for about 9½ hours, when death ended his sufferings.

Joe Burke, the fireman of the special, jumped when he saw the freight ahead and escaped almost miraculously. He says that as soon as the freight was sighted he told Burns of his intention to jump. Burns said nothing but at once applied the brake to the tender and seemed ready to jump as well. Just before Burke took the ? he saw Burns give the brake lever another turn as if to still further check the speed and then all was drowned in the crash. Horbridge, of Ottawa, the driver of the freight, stuck to his post and was unhurt. His fireman, young Kelly, jumped and only received a few scratches. The brakeman, George Cavanagh, of Smiths Falls, also jumped and was bruised about the head and shoulders. Kelly, the conductor, also escaped injury.

Of course, to everyone, it is apparent that someone had blundered, but just upon (rest illegible).

**31/07/1882 Ottawa Citizen Brockville**

Citizen July 31, 1882. A careful investigation into the accident leaves no doubt that the affair was the fault of the unfortunate engineer Burns, the only person who fatally suffered as a result of the accident.

Mr. Burns, the engineer, was at the time of the accident, returning from Brockville with his engine having gone to that place with a special. He had special instructions to keep the train under his charge clear of all trains and obeyed these orders until he left Irish Creek, about seven miles from Smiths Falls. Here he totally disregarded what had been told him, and instead of waiting there for the regular freight from Carleton Place then almost due, should pass him he pushed on at a high rate of speed in the expectation of reaching the next station before it had left.

More.

**30/09/1882 Brockville Recorder Brockville Brockville**

A car containing the boats used by our oarsmen at Carleton Place on Thursday was noticed this morning at the C.P.R. yard. After the men pay \$16.00, the cost of transportation to and from Carleton Place they will not have much prize money left. (Branchline).

**11/12/1882 Brockville Recorder Brockville**

On Saturday night a pitch-in occurred at the semaphore of the Canadian Pacific, just outside the town limits, between two special freight trains. One was standing on the track when the second dashed into the rear. The van and one of the freight cars on the first train were demolished and a third torn from the tracks. Traffic is said to have been delayed for a couple of hours.

**Monday 15/01/1883 Ottawa Citizen Brockville Brockville**

The rumour is again revived that the Canadian Pacific Railway contemplates putting a 400 foot extension to their lumber dock at Brockville, extending it up the river for that distance and then arranging their tracks as to unload direct from the cars to the barges or vessels. There can be no doubt that such an improvement would meet with the heartiest approval from shippers and vessel men as it would obviate much of the trouble which now exists. It would also form quite a large and safe harbour for shipping.

**06/05/1883 Brockville Recorder Brockville Brockville loop**

It was expected at a meeting of town (Brockville) council this evening, a plan by Canadian Pacific Railway engineers who surveyed the proposed right of way to the river would be submitted. (Branchline).

**17/08/1883 Brockville Recorder Brockville Brockville**

Yesterday afternoon some evil disposed boys clambered to the top of a car comprising part of a CPR freight train, which stood on the siding north of the junction, and loosened the brakes. In consequence, the whole train was started down the grade and ran over the switch, nearly telescoping the operator's office at the freight shed and causing a delay of several minutes to the incoming express.

**01/06/1884 Brockville Recorder Brockville Brockville**

Between 40 and 50 navvies employed on the new river extension of the Canadian Pacific struck this morning for higher wages. They were getting \$1.20 per day and demanded \$1.40. Mr. Hornick, the foreman, refused to comply with the demand and at once telegraphed to HQ for further orders. It is said the place of strikers can be filled in 24 hours with men who are willing to accept the old rates, and the work is not likely to stop for any length of time.

**05/07/1884 Brockville Times Brockville Brockville**

The wooden building which has been doing duty at the Hochelaga depot of the CPR at Montreal, is to be taken down and removed to Brockville, at which place it will be erected to answer for a general passenger station at the new west end pier. It is expected that the CPR passenger trains will, as soon as the piers are completed, be run down to the wharf and make direct connection with the Armstrong. By this movement, passengers will not have any delay here. For some time to come it is expected that the freight business will be done at the old quarters.

**19/10/1884 Brockville Recorder Brockville Brockville**

The confessions of Morgan, the CPR brakeman who robbed the mail, shows that most of the bags in use can be robbed without any evidence that such has been done. This revelation has produced consternation in the post office department in Ottawa and will probably lead to the bags being called in and more secure ones issued for use, Morgan passed through here today on his way to penitentiary.

**Friday 27/02/1885 Renfrew Mercury Brockville Brockville**

While a number of the C.P.R. cars were being shunted at Brockville, on Monday of last week, the four rear cars broke loose and descended a grade leading to the Armstrong's slip. Being loaded with cheese the truants gained a considerable momentum by the time they dashed aboard the boat which was moored at the time. Fortunately there were two cars on the boat which so checked the speed of the runaways that the bulkhead at the end of the boat, though partially smashed by the collision, stopped the whole lot from going into the river, thus averting a serious accident.

**12/06/1886 Brockville Recorder Brockville Brockville**

The schooner *Pride of America* is expected here today with a huge cargo of railway coal.

**06/08/1886 Brockville Recorder Brockville Brockville**

The first direct consignment of tea from Yokohama to Brockville - eight cars for New York - arrived 42 days out of Yokhama.

**Thursday 18/11/1886 The Equity, Bryson Brockville Bellamy's**

The Canadian Pacific Railway station at Bellamy's was destroyed by fire on Saturday. The loss will exceed \$2,000. The origin of the fire is unknown.

**Wednesday 20/04/1887 Ottawa Citizen Brockville**

The examination of Mr. H.B. Spencer in the case of McCarthy vs. Canadian Pacific was heard yesterday before Mr. Festmeryton. The case will be tried at Brockville at the next session to be holden there.

**Friday 09/02/1892 Renfrew Mercury Brockville**

A passenger car has been attached to the weigh freight train running daily between Brockville and Carleton Junction.

**Thursday 01/09/1892 Brockville Recorder Brockville Brockville**

The new train arrangement on the C.P.R. is proving quite a convenience for people living between here and Carleton Place. A passenger car is attached to the regular fright train leaving here at 6 p.m. for Carleton Place and a similar train arrives here from Carleton Place at 11.45 a.m.

**Thursday 05/10/1893 Brockville Recorder Brockville Brockville**

The Samuel Rogers Oil Company, of Toronto, have purchased the old Shepherd mill at the foot of Mill street, and will use it as a warehouse with the intention of making Brockville a distribution point for a large section. A portion of the rocky land in the rear has been secured with the mill, and the C.P.R. will run in a switch from their pier extension. The oil will be brought in tank cars and barrelled here. The firm is a large concern with extensive business connections and it will mean quite an addition to Brockville.

**Thursday 15/02/1894 Brockville Recorder Brockville Brockville**

Monday night's storm.

A delay of about two hours was caused the outgoing C.P.R. express this morning, but this is said to have been due to an attempt made during the night to run a light engine, tender first, into town from the round house.

**Friday 20/07/1894 Brockville Recorder Brockville Brockville**

On Monday afternoon a gang of masons under the direction of Foreman Ross, of Ottawa, arrived here and proceeded to do some necessary work on the interior of the C.P.R. tunnel. The masonry of the arch has been gradually giving out of late years and repairs were considered imperative. The men are now working at the rock cut end.

**Wednesday 05/09/1894 Ottawa Journal Brockville Smiths Falls**

On Monday night baggageman Franklin attempted to eject from the mixed train when a short distance south of Smiths Falls, three tramps who were beating their way from Ottawa to Brockville. They resisted and a scuffle ensued.

Franklin defended himself with his lantern which was finally smashed to atoms. He succeeded in putting them off, however, and gave the signal for the train to proceed. The tramps at once pulled revolvers and opened fire on him, but owing to the darkness did not get good aim and he escaped uninjured.

A number of bullets were afterwards found embedded in the car. Word of the affair was at once sent to Smiths Falls and a party was organized to go in search of the tramps, but no trace of them could be found.

**Friday 21/06/1895 Brockville Recorder Brockville Brockville**

There was not a little excitement at the C.P.R. dock Monday afternoon over the loss of a 48 pound cheese, which in being unloaded from the steamer *Massena*, slipped from a truck and rolled into the river. There is about fifteen feet of water at about the point where the boat lay and as the cheese sank like a stone, it looked as though Capt. Dana was out the price of the lost box and its contents. He was not however, as Harry Trussell and some of his companions fished it up by the aid of a coal scoop and some pike poles, and sold it back to the agent for \$1.25.

**Friday 02/07/1896 Brockville Recorder Brockville Brockville**

Something of a bombshell was thrown into the camp of the local C.P.R. employees last week by the announcement from headquarters that the freight house of the company, located for many years near the union depot was to be closed up at once and that as a result, several men would lose their positions. It is proposed, we understand, to so all the transferring henceforth at the dock depot which will of course necessitate much more work through the tunnel. By the new rule about seven men will lose employment, among the number being Mr. M.J. Reid, who for 13 years past has occupied the position of chief clerk at the dock shed and whose ability and courtesy during that time has made him a host of business friends. His place will be filled by Mr. Wm. Coburn, who for a longer period has filled a similar position at the Union depot shed. Charles Marquette, employed in the dock warehouse, is also cut off the list. Mr. Reid severs his connection with the road tomorrow night.

**19/05/1899 Brockville Recorder Brockville**

Poor Condition of CPR Loop Line

It is rumoured Monday that the CPR intends discarding its west end track for its own traffic, but will use the tunnel exclusively in getting to the waterfront. It is also said that cars to and from the BW&SSM will be ferried from the upper dock to the lower one by the CPR boat.

Some time ago, the local board of trade took up the question of an improvement in the Abbott street and long trestle bridges of the CPR loop line, both of them being reported in a dangerous condition. At the time of action it was reported that the CPR was about to abandon this line altogether and a meeting of the board was called for tonight to talk over the matter. The question, however, seems to have reached the ears of the CPR officials as Superintendent Mooney of the BW&SSM was yesterday notified by Mr. H.B. Spencer that the bridges would be put in order at once.

**Thursday 10/01/1901 Ottawa Journal Brockville Brockville**

Visit of Lord and Lady Minto to Brockville.

Mr. Bowie Tells How the CPR Got Control of the River Front (ER) A Matter of Great Importance to the People of Brockville. Editor Recorder: Dear Sir. As one being a party to transactions referred to in letters appearing in your paper, I trust the reading and interested citizens will bear with me in placing facts before them which may be used or not as they or their representatives may see fit.

As to a public wharf or river park referred to, located east of pumping station, I quite agree with Mr. McMullen that that situation for a public wharf is not the best. West of the piers certainly would be better. But for argument sake, say that east of the pumping station be decided on, what would it cost to buy property and place piers and wharfing sufficient to furnish fourteen feet of water? Piers 400 feet in length would be required to run out fully fifty feet. The cost of these would be \$15,000 or \$20,000. These piers would require renewing every ten or fifteen years at a cost of not less than \$2,000. Now sir, are the financial affairs of this town, with its present very high rate of taxation, such as would justify such an expenditure at this moment? The taxpayer must answer this question.

As to the CPR, if the railway commission is empowered to relieve a trampled on public by judicially deciding transactions made and agreed upon, upon honor, then it is high time for the municipal representatives of this corporation to select and elect a committee empowered to secure all information possible touching on our grievances and failure of CPR to carry out all bargains made with this corporation, and refer same to the best legal light of this country to ascertain, once and for all, if we have a case or not. If the case is proved, as many old citizens who know the transaction think it can be, then it should be followed up before the railway commission for their judgement. Thus we will find out our rights and get redress if we are entitled to any.

The original bargain with the Brockville and Ottawa railway, whose charter covers all that portion of the CPR system to Perth and Pembroke, was that all works shops must be erected and kept up within the then limits of the town of Brockville. They were given the Soldier's Island on which to erect work shops. They were to erect piers and keep the same up, where present piers are to be seen today, leaving an opening in said pier system so that the flow of water would not be interfered with, so as to prevent as much as possible stagnation of water in Tunnel bay. Prior to building the present CPR piers these lots on Tunnel bay faced open and live water. Many are under the impression that this was settled by legislation; that being relieved of our indebtedness of \$400,000 to the government, this legislation let us out and cost nothing. Such is not the case. While were relieved of the \$400,000 indebtedness, our being indebted to the government precluded us from getting our fair share of the municipal loan fund, and what our fair share of this fund should have been we lost and never got.

Mr. A. Baker, an official of the CPR called on many of the citizens of this town, urging them to arrange for a spur to the river by the west end, largely because the style of passenger cars required were unable to pass through the tunnel. This agitation on his part led to a committee being appointed consisting of E.H. Halladay, W.H. Comstock and R. Bowie, empowered to proceed to Montreal and interview the CPR authorities and find out from them what they desired and required from this corporation in connection with building this spur, which would be of mutual benefit. As per Mr. Baker's arrangement, this committee proceeded to Montreal and met Mr. Duncan McIntyre, a director of the CPR, in one of the offices of the CPR Co, and who no doubt was fully authorized to represent the CPR (future expenditure in connection with the scheme agreed upon proving this.)

The writer being personally acquainted and known to Mr. McIntyre as an old commercial traveller, when meeting him as the big magnate of the CPR, asked him to get down to square and honest talk and let us know what the CPR wanted of the town of Brockville; if reasonable and fair, we certainly would give it our recommendation and support. He leaned back and said: "Well, Bob, if the town of Brockville will purchase the right-of-way and give same to us free of cost from our present rails, leading to the tunnel via the west end to the river front west, (while we know the building of this spur to pass under the GTR system, etc, will cost a lot of money in addition to the building of the spur) we propose to and will build a million bushel elevator, we will place a car ferry on the route to Morristown capable of taking one passenger train in one trip to Morristown, we will build our pier system from the Shepherd front out into the river far enough to run straight east to connect with the old system of piers, one opening to be left which opening was to be always kept open and only shut when actually required to cross by railway people; piers to built of such height as to allow rowboats to pass under; car and repair shops to be erected at or near Brockville".

After Mr. McIntyre had made a statement as above, the writer asked him to kindly give us this in writing so that we might show the same in black and white to those who had sent us to represent them. He smiled and replied that it had cost the CPR too much already for putting propositions of this kind on paper, and if their word and honor was not sufficient to satisfy the people of Brockville then there was no more need of talking on the subject. Naturally the first thought that cropped up in our minds was what would the right-of-way cost. At this stage of the proceedings, and when we though the right-of-way would cross a farm of Mr. Comstock's, he (Mr Comstock) stated he would give the right-of-way for nothing over any land of his that might be required.

With this as a start, and believing others would meet this move in a fair reasonable spirit, (in which I must confess we were very much disappointed), and knowing that the scheme would remove a scourge and drawback to the whole west end of this town, the filthy and foul Kingston pond then existing, we accepted his proposition by stating that we would return and use our best endeavors to have a bylaw passed for a sufficient amount to pay for the right-of-way. This we did, and by the cooperation of Mr. W.H. Jones and his many friends whom he rallied to support of what we all thought one of the best schemes ever presented to the town, it was carried. The right-of-way was bought and paid for, but held in trust till such time as the CPR fulfilled their part of the contract. Is it in trust yet?

Now sir, it is up to this point what does the word and honor of a corporation like the CPR amount to? Read their promises and look and see how much of it has been fulfilled, and each one can answer the question. Such object lessons, unfortunately, are the education of the rising generation, and word of honor, I am very sorry to say, does not appear to exist at the moment as I recognized it in the old men of my younger days.

I trust what I am placing before the public may assist the authorities in arriving at some conclusion whereby this corporation may secure justice and that some benefit may yet accrue to us from honorable intentions and fulfillments of contracts on our part, if only to the extent of securing and giving all railway systems of this place right-of-way to the river front over west end spur. Yours respectfully, R. Bowie, Brockville, Aug 8, 1904.

Thursday 11/01/1906 Chesterville Record Brockville Brockville

A farmer, named Johnson, hauling a load of wood into Brockville today had a miraculous escape from being killed. He was caught on the Perth Street crossing, the scene of several accidents, by a CPR express, which cut the sleigh and its load away from the driver and horses and carried it a hundred yards before stopping.

Johnson was sitting on the front of the load and when the collision occurred the traces snapped and he was dragged clear of the rails. He was considerably injured.

Thursday 26/03/1908 Ottawa Journal Brockville Brockville

D. McNicholl, First vice-president of the C.P.R. accompanied by Mr. J.W. Leonard assistant general manager, paid a visit to Brockville yesterday afternoon and for three hours thoroughly inspected the company's premises.

One of the big features considered by Mr. McNicholl was the deepening of the tunnel through the town to the water front, and improvements to the wharf and buildings, which, he promised, would receive immediate consideration.

An old building north of the town, formerly used as a freight shed, he recommended, be removed.

**Thursday 16/04/1908 Chesterville Record Brockville Brockville**

Orders were received at Brockville last week that the CPR pilot engine was to be removed from that yard to Carleton Place. The company will do the shunting with their freight locomotives. The crew of the pilot will be given position on the main line should they decide to accept.

**Monday 16/08/1909 Ottawa Journal Brockville Brockville**

While nine Holstein cattle were being driven to the C.P.R. freight shed to be shipped to Ottawa one of the animals fell through the decayed dock into the river. Under the wharf it was in great danger until it was lasooed. With assistance the cow was got out into the river where it was made to swim a couple of hundred yards before a suitable landing was reached. The herd was purchased in this vicinity by R.F. Slater of Ottawa.

**Friday 29/07/1910 Renfrew Mercury Brockville**

It is the intentin of the C.P.R. construct waiting rooms at all crossings along the Brockville-Ottawa line providing a petition of the farmers is sent in asking for the same.

**Friday 30/08/1912 Renfrew Mercury Brockville**

Conductor Chapman has a souvenir which is getting to be eligible for the antiquarian section. It is a timetable of the old. B.& O. in the period when the world girdling C.P.R. ran from just Brockville to Sand Point. --the road had but five locomotives -- They were named the Mississippi, the Madawasca and the Tay. The fourth did some sputtering shunting in Brockville, and the fifth was a reserve force. The Tay worked the Perth branch. There were twenty four box cars, three passenger coaches amd a combination car. -- Central Canadian.

**10/02/1914 Rideau Record Brockville**

Wm. Stephenson, for thirty years a conductor in the service of the C.P.R. twenty-four of which were in the passenger service between Brockville and Ottawa has retired on pension. Mr. Stephenson, who is known to hundreds of the company's patrons, started his railroad career with the Grand Trunk.

**Tuesday 17/08/1926 Ottawa Journal Brockville water**

Supplement on centenary of Ottawa. Article on construction of the Brockville and Ottawa.

On a day early in January, 1959, it was announced that the first passenger train was ready to move over the rails from Brockville to Perth...The party left Brockville in two miniature passenger coaches hauled by a wood-burning locomotive, puny in comparison with its successors, at nine o'clock upon a January morning, so bitterly cold that four hours earlier the thermometer is reputed to have stood at 40 degrees below zero. All went well until Smiths Falls was reached, the trip being made at an easy rate over a road in first class condition except for a few miles south of that town which were yet to be ballasted. Then the trouble began

Snow Blocks Trains

The line between Smiths Falls and Perth had not been run over for a few days and snow which had fallen in the interval had become part and parcel of the rails under the influence of a slight rain which, with the frost, had converted it into ice. When the little train attempted to proceed after having left Smiths Falls at eleven o'clock, the wheels revolved but would not grip. After several attempts had been made, each attended by complete failure, an order was made to back up to the station in order that the excursionists might dine while another locomotive was despatched over the line to give battle to the ice and snow itself. Dinner over, another start was made with little improvement. The cow catcher of the forward engine simply caught the snow from the centre of the track and deposited it upon the rails making progress impossible. For a second time a backing up was carried out and another loconotive was employed to precede the passenger train. At this stage of the proceedings, some of the passengers, despairing of ever reaching Perth, decided to abandon the excursion. The remainder, continued in the coaches and on the third attempt had the satisfaction of making considerable progress before it became necessary to search the ditches alongside the track for water to supply the locomotive. This experiment was repeated, slow but steady advance being made until at a point about a mile and a half from Perth, the second car suddenly came to a dead stop. A coupling had given way. No emergency equipment being carried, away went the locomotive and the other car, leaving a number of thoroughly disgusted passengers behind until it could return with a rope to hitch to the car. At length Perth was reached at 6.45 p.m. It had taken nine and three-quarter hours to make the passage of 40 miles.

After another meal the crowd returned to the station, the hour of departure having been fixed at 8 o'clock. But in the shunting operations one of the cars left the rails and about three hours were spent in replacing it. Finally at 11 o'clock, the welcome cry of "all aboard" was heard and the wearied excursionists reached their homes in Brockville at 3.30 a.m., never, it may be reasonably expected, to forget their first trip over the B. & O.

**03/10/1942 Brockville Recorder Brockville Brockville**

Here's one for Ripley. Yesterday, the noon-hour C.P.R. train from Ottawa steamed into Brockville, whistled for the station and pulled up to the siding as proud looking as ever - but without the necessary express and passenger coaches behind. The agent on duty rushed to the engineer as the latter climbed down from the cab, enquiring as he ran what had happened to the train. The engineer, unaware of his loss, glanced over his shoulder and then took another rapid glance to make sure he was seeing right. He ran to the back of his engine, looked in all directions, climbed into the cab and steamed out of the station in reverse. He found his train quietly resting on the right-of-way about two miles from town. It had uncoupled without his becoming aware of it. They, too were at a loss to figure out what had happened. (Branchline).

**Saturday 29/11/1947 Ottawa Citizen Brockville Smiths Falls**

Auto plows into Pool Train at Smiths Falls

One man narrowly escaped possible death and a CNR-CPR pool train from Ottawa to Brockville was delayed for almost three-quarters of an hour when an automobile plowed into the side of the engine of the train shortly after 11 o'clock Friday morning. No one was injured.

Driver of the auto, R.S. Durant, 24, Smiths Falls told The Citizen that he was driving west on Chambers street and as he approached the crossing, applied his brakes, but skidded on the icy pavement.

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**Thursday 03/02/1949 Ottawa Citizen Brockville Bell**

Train kills eight horses.

Brockville - Pool train No. 559, of the Ottawa-Brockville run, speeding from Smitjs Falls towards Brockville soon after five o'clock Wednesday afternoon, struck a group f horses which had wandered on the track at Bell's crossing and killed eight of them. One of the eye-witnesses of the accident reprted that "the sky was red with blood" when the train ploughed into the animals.the property of Joseph O'Grady of franksville, eight miles away.

O'Grady had them on the property of Ed. Davis, not far from Bell's crossing and intended taking them to Prescott Thursday to be sold. The train was delayed about five minutes on arrival here. It was in charge of conductor E.Tapp, Ottawa and engineer Broom, also of Ottawa, was at the throttle.

Race along railway bridge fails, CPR workman killed by locomotive.

Smiths Falls - A railway employe trying to run from the path of a train on a bridge over the Rideau River here yesterday afternoon was struck and killed only a few feet from safety.

The victim was William Edward Payne, 38, of Third Street, Smiths Falls, a bridge man with the bridge and building department of the Canadian Pacific Railway. Payne was with a 10-man crew reinforcing concrete in the stone piers of the 170-foot span which crosses 30 feet above Sly's Rapids at the southeast edge of Smiths Falls. He was standing alone on the bridge deck about 20 feet from the north end when the train approached.

Foreman Mervin Cowell said he shouted a warning to Payne but his cries may have been drowned in the noise of a compressor being operated on the job. The other workmen were on a scaffold below the bridge deck.

Cowell watched helplessly as Payne made his dash from the bridge. "I thought he had made it," Cowell said. "He was only about two ties from the end when he was hit."

Payne's body was flung onto the east side of the bridge abutment by the diesel locomotive. Coroner Dr. J.J. McGuire said he died of multiple injuries, including extensive head injuries. There will be an inquest, he said. Smiths Falls Constables Don Wilson and Gordon Underwood investigated.

The train was a regular passenger unit, No. 262, bound from Brockville to Ottawa and due in at the Smiths Falls station, about two miles from the bridge, at 4.40 p.m.

It was reported that the union foreman in the crew, Wilfred Gibbons of Ottawa, saw the man on the track as the train came out of the curve south of the bridge.

The train was braked but not in time to avoid hitting the maintenance worker. The engineer was Al Imeson and the conductor was John McNally, also of Ottawa.

The tragedy was witnessed by W.B. Malloy, canalman at Old Sly's Locks. He was standing with his nephew, Harvey Traversey, and another canal worker, Arthur Truelove. They attempted to wave down the train. It stopped a short distance along the track, backed up and brought Payne's body in the baggage car to the Smiths Falls station.

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From Bruce Chapman I dug out my dispatch books and RS-10 8469 was the culprit.

26/08/1974

Kingston Whig Standard

Brockville

Brockville tunnel

America's oldest railway tunnel.

BROCKVILLE - Few people are aware of the existence of a railway tunnel under the city of Brockville. Even fewer know it to be the oldest in North America. Its cornerstone was laid with great ceremony on Sept. 16, 1854, a memorable event in the city, then only a town of 4,000, reports a historical sketch printed by the local chamber of commerce.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17/02/1982

Brockville Recorder

Brockville

Brockville

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

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

15/04/1982

Brockville Recorder

Brockville

Brockville

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

**30/09/1982 Brockville Recorder Brockville**

CP Rail's Brockville subdivision, also nick-named the "bump and grind" line, has been targeted for upgrading work by VIA Rail Canada as part of an overall 10 million dollar project to cut Ottawa - Toronto running times by as much as 50 minutes. This work will involve laying newer and heavier rail in addition to straightening curves, upgrading the roadbed (parts of which are still cinders or pit-run gravel) and extending the track circuits at level crossings protected by bells and flashers. Similar, but less drastic, work is planned for CN's track between federal and Smiths Falls East. (Branchline)

**14/03/1985 Brockville Recorder Brockville Brockville**

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

**11/07/1985 Brockville Recorder Brockville Brockville**

Workmen engaged in rehabilitating the south end of the Brockville Tunnel to permit it to continue to withstand the heavy pounding of vehicular traffic from where it crosses under Water Street have discovered that the structure may be stronger than originally concluded in a consulting engineering report from the Kingston firm of McNeely Engineering and Structure. While scraping away the material and street over the top of the tunnel in order to install a concrete reinforcing cap under the street, it was discovered that the base of the double skin thick rubble stone tunnel liner is supported along by stone buttresses spaced at seven to eight foot intervals. The discovery was somewhat of a surprise as the consultants had previously concluded that the only support for the tunnel was coming from the till material above it and not the masonry liner. In light of the discovery, the city has now sought a second opinion from the consulting firm. In spite of the discovery, however, the city has proceeded to reinforce the crossing of Water Street. This has involved the removal of the outside skin of stone in order to pour a thick concrete arch over the liner. The arch should alleviate any fears of a potential collapse because of heavy vehicular traffic. The rehabilitation is being done in a sympathetic manner and the distinctive high hump of the street over the tunnel - long a deterrent to the successful passage of long vehicles - remains. Indeed, because of the design of the reinforcing ring, the hump is actually one inch higher than it was previously!  
(Branchline)

**07/10/1987 Brockville Recorder Brockville Brockville**

PROBLEMS IN LOCATING CABOOSE: Yet another controversy has emerged to dog attempts by the City of Brockville (Ontario) to mount an historic railway display at the south portal of the former CPR tunnel (nee Brockville & Ottawa Railway) which it now owns. As reported in the September issue of Branchline, the City recently acquired Caboose No. 437464 from CP Rail with the intention of restoring it and making it a focus for the railway display it intended to develop along the waterfront in the vicinity of the tunnel. The caboose's final resting place has become a point of contention. The original intention had been to display it on a short piece of track immediately in front of the south portal. The site, however, is also used to hold music concerts during Brockville's annual Riverfest Days which are held during the last week of June and the first week of July. Riverfest organizers are adamant that the car will not displace their activities. A proposal to make the caboose "portable" by rolling it into the south end of the tunnel during Riverfest and then returning it at the conclusion of the event has also been nixed. The City wants to develop the immediate southern end of the bore into a railway museum (Branchline, September 1987); also the tight clearances of the tunnel probably wouldn't tolerate something as large as the circa 1954 caboose. Other sites under consideration include Blockhouse Island, the site of the former roundhouse of the Brockville & Ottawa Railway, described in the January 1985 issue of Branchline; or the Brockville Museum, located further to the west at the corner of Water and Henry Streets. The Museum is situated on property which at one time belonged to the Central Canada Coal Company and which was served by Canadian Pacific's Brockville "Loop Line". The tracks were removed several years ago, in conjunction with a redevelopment scheme in the area. Ironically, the controversy over the caboose is somewhat reminiscent of the storm raised when the City attempted to acquire S-3 Diesel Switcher No. 6591 from CP Rail for historical display. That was solved by sending the unit to the nearby Smiths Falls Railway Museum. If the City can't get its act together over the caboose, who knows, perhaps the Smiths Falls group may soon be getting a new piece of rolling stock - one that's fully restored to boot! (Philip B. Jago, background information, the Brockville Recorder and Times, 07-10-87)

**31/12/1992 Brockville Recorder Brockville Brockville**

CANADA'S FIRST RAILWAY TUNNEL DESIGNATED: On December 8, City of Brockville council passed a bylaw designating the Brockville tunnel's two portals, along with the first 30 metres of the south end of the tunnel that is open for display each summer. The designation under the Ontario Heritage Act marks it as a property of architectural and historical significance. This is the fourth time that Brockville council tried to designate the 1,730-foot tunnel which opened on December 31, 1860. The first attempt was in 1983, the year the property was first turned over to the city by Marathon Realty, followed by attempts in 1985 and 1990. The reason none of them were successful was because aldermen and city staff worried the restrictions that come with designating a property under the Act could hamper future attempts at repair or renovation. Officials fretted that the city could face exorbitant costs if the repairs had to be carried out according to authentic 19th century specifications. By citing only the north and south entrances in the designation bylaw, council remains free to repair, renovate or even fill in the length of the tunnel as it sees fit. While Heritage Brockville has always wanted the entire tunnel from Water Street to Pearl Street designated as a historic structure, Gary Tristram, Heritage Brockville Chairman, says "this is an important first step. At least now we can get some official recognition for it and now the city can try to get some grant money for repointing or other things." (Branchline)



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

Getting tunnel designated as arduous as building it.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Digging their work

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

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

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

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

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

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

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

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

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

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

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

**Thursday 27/08/2009 Brockville Recorder Brockville Brockville**

On tour in the tunnel

Posted By Michael Jiggins, Staff Writer

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

That came as a relief to railway tunnel committee member Doug Grant, who had expressed concern about the damage caused by the mishap to the historic tunnel. "That's the important thing, that somebody's going to pay for it, other than the committee," said Grant.

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

No one was injured in the incident.

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

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

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

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

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

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

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

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

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

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

Ron Zajac

**Brockville Tunnel Contract Backed**

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

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

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

The contract is for preliminary work, including a cost estimate, on a larger restoration project currently expected to cost between \$1.5 million and \$2 million. While project skeptic Councillor Jeff Earle questioned doing yet another study of the tunnel, the project's main proponent, Councillor David LeSueur, insisted this is not a study.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Tunnel Jumper Charged With Stunt Driving**

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

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

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