

# Local Railway Items from Ottawa Papers - Westport

**30/03/1883 Brockville Recorder Westport Delta**

A very large and thoroughly representative meeting of people from the various municipalities assembled at Delta yesterday to take the initial step toward putting the Brockville and Westport Railroad project on some sort of solid basis.

**14/11/1884 Brockville Recorder Westport Farmersville**

Farmersville town hall was completely filled Monday afternoon by influential gentleman interested in the building of the Brockville, Westport and Sault Ste. Marie Railway. Dr. Preston, MPP, presided.

**22/04/1885 Athens Reporter Westport**

Elizabethtown to Vote on \$11,000 Grant

Voting on the By-Law granting \$11,000 to the above railway will take place in the Municipality of Elizabethtown on Tuesday, May 5th. We hope all friends of the road will do all they can to carry the By-law in that township. We notice by the terms of the By-Law that the company must establish and maintain two stations within the municipality, one within a half mile of the village of Lyn, and the other within the same distance of Unionville. The prospects of war in Europe and our own troubles in the North-West will no doubt detract somewhat from the interest in local affairs, but the friends of the road must be up and doing in order to have the By-Law carried. Over-confidence was the cause of the defeat of the By-Law in South Crosby and Leeds and Lansdowne rear. While the number of votes polled showed a large majority in favor of the bonus, the two-fifths of the electors not voting caused its defeat. Elizabethtown is a large township and it will require a large number of voters to record their votes in order to have the required number. The following letter explains the position of the Company in regard to the early commencement of the road:

New York, April 15, 1885. G.T. (George Taylor Fulford a Brockville millionaire / entrepreneur involved in patent medicine pink tails for pale people business) Fulford, Esq., Sec'y B.W.&S.S.M. Rwy.

Dear Sir, - The construction company wish to know how soon the railway company will be ready to have the work commence under contract. Will you be kind enough to write to the president and to the municipal councils who have not as yet passed their by-laws, viz: North and South Crosby? I notice from the newspapers that Elizabethtown have advertised their by-law. If the municipalities act promptly no delays will arise, but if they keep waiting and lose valuable time, the construction company will put all their energies in their western contracts and if any delays occur it will be the fault of the municipalities, for we have been and are now ready but cannot keep capital idle for any great length of time. Please make the enquiry and let me know the result so I can inform the construction company. Eugene M. Cole.

From the above letter it will be seen that the immediate construction of the railway depends altogether upon the action of the municipalities. We understand that steps are being taken to have the by-law re-submitted in South Crosby and rear of Leeds and Lansdowne, when it will doubtless carried by large majorities. North Crosby, the only remaining municipality, is prepared to vote on the petition as soon as satisfactory assurance is given that the railway company mean business. From this it will be seen that our railway prospects are by no means bad and that we may rely on the construction being commenced next summer should these municipalities grant their bonuses.

**13/05/1885 Athens Reporter Westport**

Elizabethtown Voters Turn Down \$11,000 Bonus

The By-law granting a bonus to the Brockville and Westport Railway was voted on the 5th instant, and, we regret to say was defeated. What effect this will have on the prospects of the road being built we are unable to say. One rumor that reaches us is to the effect that the construction company have decided, despite the adverse vote, to proceed with the construction of the road, and trust to the township again submitting the By-Law. We hope this rumor may prove correct, for we can hardly give up the prospect of seeing the iron horse moving swiftly along the country between Brockville and Sault Ste Marie. If we fail in getting the road now, we need not expect to again get a company to undertake to build the road, even if we should offer them a bonus.

**Thursday 07/01/1886 Ottawa Free Press Westport Brockville**

Brockville, Jan 7. At a meeting of the directors of the Brockville, Westport and Sault Ste. Marie Ry. held here yesterday, a contract was closed with Robt. G. Harvey (sic) for the construction and equipment of the line. The division from Brockville to Westport, 50 miles, must be completed by the 10th of January 1887 and the first sod will be turned at Newton on Monday the 11th inst. at 11 a.m., and similar ceremonies at Westport at 4 p.m. When the whole line is completed it will make the shortest possible connection between the Northern Pacific and the New York and New England. Then, to complete the connection, it is intended to bridge the St. Lawrence river at this point.

**11/01/1886 Athens Reporter Westport**

Sod turning at Newboro and Westport Ground was broken at Newboro by Mrs. R. H. Preston on the construction of the BW and Northwestern Rwy. (should be BW&SSM Rwy.) while Mrs. Fredenburgh (wife of W.H. Fredenberg, Director) turned the first sod at Westport.

**14/01/1886 Brockville Recorder Westport Newboro**

Sod Turning at Newboro Brockville Recorder

Newboro, January 11 Monday. The first sod of the Brockville & Westport Railway was turned here at 11 o'clock today by Mrs. Preston, wife of the President (R.H. Preston was probably the Vice-President as Clarkson Jones was President in March 1886).... There was a large crowd. The band was present.

**15/01/1886 Brockville Recorder Westport**

Contract to Robert G. Hervey Brockville Recorder

Brockville, Ont. January 7. At a meeting of the Directors of the BW&SSM Railway held here yesterday, a contract was closed with Robert G. Hervey for the construction and equipment of the line. The division from Brockville to Westport, fifty miles, must be completed by the 10th of January 1887....Then to complete the connection it is intended to bridge the St Lawrence River at this point.

## Directors Appointed

March 2 1886. The following named Directors of the BW&SSM Railway;

Joseph Collett

Calvin S. Price

R.H. Preston

Clarkson Jones

J.B. Saunders

George H. Weatherhead

Gen Samuel Thomas

Samuel Elliott

W.H. Fredenberg (Westport)

W.H. Cole (Brockville)

W.B. Smellie (Brockville)

The shareholders confirmed the contract with Mr. Hervey for the Westport division and authorized the directors to contract with him for the rest of the line, which contract Mr. Hervey is willing to enter into if the government bonuses which the company expect to get are given this winter.

Clarkson Jones elected President

R.H. Preston elected Vice-President

W.B. Smellie elected Secretary-Treasurer

**02/06/1886** *Athens Reporter*

*Westport*

Directors approve B&W Location from Farmersville to Westport

The Directors of the Brockville, Westport and Sault Ste Marie Railway met at Brockville on Monday last, when a resolution was passed formally locating the line from Farmersville to Westport. The location of the line from here to Brockville was held in abeyance until after the vote on the bonus by-law in the front of Elizabethtown. A large number of tenders have been put in and it is generally understood that the tender of D.J. McDonald of Ottawa for grading the whole line is the lowest.

**09/06/1886** *Athens Reporter*

*Westport*

Rear Yonge and Escott Exempt B&W from Taxes for 21 Years

The Municipal Council of Rear Yonge and Escott met in the town hall on Monday evening, and passed a by-law to exempt all the property of the B&W Railway that may be erected within the municipality from taxation for a period of 21 years with a proviso that the company comply with the terms of by-law number 302 (granting a bonus) respecting the location of a passenger and freight depot within the police corporation of Farmersville; and further that the company shall instruct the parties authorized to issue and sign the debentures issued by the township, to destroy the coupons for the first year's interest on said debentures. We believe that by the terms of this agreement the municipality will be the gainer, as unless the company erects very large and expensive passenger and freight stations in the municipality, the taxes the company would pay would not amount to the interest on the debentures the first year.

**16/06/1886** *Athens Reporter*

*Westport*

Contracts for Sections 1 to 6 Brockville to North of Delta Awarded

During the past week the contracts for grading and masonry have been let for a large portion of the road from Brockville to Westport. Mitchell & Robinson have secured the contract for the 3 first sections extending from Brockville to near Farmersville. One of the firm arrived in Brockville on Monday and will commence operations at once. They call for 800 men and 100 teams. Sections 4 & 5 extending from a point a little east of Farmersville to Delta Creek, a distance of 12¼ miles has been awarded to R&P Mitchell & Co of Ottawa. Section 6 from Delta about 6 miles has been let to P.C. Swathworth & Co of New York. On all these section work will commence at once. Boarding shanties were commenced at Phillipsville yesterday; and 20 teams left here this morning to bring 300 navvies to different points along the line. Everything points to an immediate commencement of work along the entire line between Brockville and Westport. We propose making some comments about locating of the line in our next issue.

**17/06/1886** *Athens Reporter*

*Westport*

Sod turning at Athens Dr. A.K. Addison turned the first sod on Mitchell and Robinson's contract on the B&W Rwy. at Athens.

**23/06/1886** *Athens Reporter*

*Westport*

Railway Construction. The Brockville, Westport & Sault Ste Marie Railway under way at Last. The First Sod Turned. Inauguration Ceremonies at Farmersville. The work to be Rapidly Pushed Towards Completion.

After a delay of a number of months 'twixt hope and fear, the railway connecting Brockville and Westport, and which the more sanguine believe will be ultimately extended to Sault Ste Marie, was on Thursday last commenced near Farmersville. At about one o'clock Mr. Mitchell, the contractor, with twenty men, armed with spades, was on the ground giving directions to inaugurate the work. Mr. Mitchell is a tall, well-built man, with a commanding presence; decision of character and readiness for physical action as distinctly marked as the promptitude with which he designs, animates, so to speak, through all the linen of his work. Having quickly made the necessary arrangements, he called upon Dr. Addison to turn the first sod.

The men being summoned to the spot, and there being a large number of spectators present, the doctor addressed a few words to those assembled around him. Our anxieties, he said, as to the commencement of the road were now happily over. We had got tired of taking long journeys over bad and rough roads, in slow conveyances drawn by lame horses, and we could not but hail with delight the anticipation of being wafted withersover we will in almost less than no time, no matter what the state of the roads or condition of the weather. As to its pecuniary advantages he referred to a simple statement of his some time since, published in the Brockville Recorder and Times. If a man had but one sheep to sell, and he wished to tame the wind, all he would have to do would be to convey it to the nearest station, and then and there he would find a purchaser. Addressing himself to the men, he said he hoped that they would not quarrel and fight, but live in harmony with one another, as the work to be accomplished could only be done by a long pull, a strong pull, and a pull altogether. Quarrels, however, among workmen were chiefly the result of too much grog. But happily, in the cause of peace and quiet, since the Scott Act was enforced they could not get a drop for the life of them, and would have money in their pockets. He was a physician, and it was his duty to warn them to take care of their health - always to remember the bad effect of suddenly checked perspiration; the bad effect of over-heated men sitting or lying on the damp, cold ground! He referred to recorded circumstances which, he said could not be too often repeated. One of the princes of Germany had been hunting, and while in a state of profuse perspiration entered his palace, threw open a window to enjoy the evening breeze, took a chill and in thirty-six hours was no more. The doctor's mother had taught him all such things, and would not allow him even to sit on a cold stone.

Thursday last as a rainy day; but as it is unlucky to spill salt on the floor, so it is unlucky to begin any great work on Friday. So on Thursday, although a near shower was in the sky, there was no postponement, and Dr. Addison proceeded to throw the first spadeful of earth on the Farmersville section of the B&W Railway. Mr. Mitchell, with a due amount of solemnity in his voice, then repeated the Lord's prayer, after which the men went to work with a right good will. Our reporter only regrets the absence of the thrilling sounds of the bagpipe, the soft minstrelsy of the harp and the gentle notes of the guitar, in honor of the nations which have supplied us with those strong and hardy men.

**04/08/1886 Athens Reporter Westport**

Rock Work on Farmersville Section and Delta Road

The work on the Farmersville section of the B&W RR is progressing very rapidly, and the foremen have done their duty towards both men and contractors. They have finished the rock cut opposite Mr. Pierce's on the Delta road and have done about as fast work as any men could do in rock. There have been excavated in the neighborhood about 1,000 yard in eighteen days, with an average of about 20 men. The foreman, Tom McIlvenna and Wilson Riley, have performed their duties in a manner which must be gratifying to the contractors, Mitchell & Robinson.

A large number of Italian workmen are expected on this section shortly.

Fay & Co are making good progress on their section of the road.

**Tuesday 10/08/1886 Ottawa Journal Westport**

John F. Wood, M.P. Brockville was in town today on official business. "Yes," said Wood to a Journal reporter, "operations on the Brockville and Westport Railway are being pushed forward on an extensive scale. The track between Brockville and Westport, a distance of forty-two miles, will be laid early this fall. The entire work is under contract save a stretch six miles in extent between Lyn and Brockville.

"But we have not settled down to work in real earnest yet," said Mr. Wood.

"The road will be completed next year as far as Sharbot Lake, where a junction will be effected with the Canadian Pacific Railway. Our charter gives us power to extend as far as Sault Ste. Marie, at the entrance to Lake Superior, and to this point the rails will be laid ere many years elapse. The Sault is destined to become a great railway centre. The Northern Pacific and two other roads from the centre of Michigan are fast extending their lines to the same place. The Canadian Pacific Railway branch from Algoma Mills cannot handle all the volume of traffic offered by the American roads, and as our route is the most direct one to the sea board, we will, in all likelihood, experience considerable activity.

An act passed last session provides for the construction of a bridge across the St. Lawrence at Brockville, thus bringing us into direct connection again with the American railway system."

**25/08/1886 Athens Reporter Westport**

Glen Buell - Purchase of Right of Way Not Settled

There is quite a stir here in railway matters. Quite a number of men and teams have been discharged on account of the right of way not having been settled for .....(Get the proper wording)

**01/09/1886 Athens Reporter Westport**

Contractors Not Paid, Workers Get 10% Cash

One of the railroad laborers boarding at J.W. Halladay's had occasion to get up last Sunday morning about 3 o'clock, and not being thoroughly awake mistook an open window for a door, and fell a distance of twelve feet. In his descent he broke a lower window cutting his foot and ankle so badly, that Dr Sinclair had to put in a number of stitches. He was badly bruised in other part of his body. The doctor gave him a good bathing with Lamb's LLL and says it is the best thing for sprains, bruises, etc, that he knows of.

For the past week there has been a great deal of dissatisfaction on the railroad, owing to the men not getting their money on the 15th instant. It seems that the contractors have had some trouble in getting the cash and did not get it until last Friday and Saturday, when they paid the men less 10%. It caused a good deal of excitement. There were groups of men all along the line discussing the state of affairs, declaring that they would not accept the cash on those terms, but the railroad contractors paid them off, giving them due bills for the balance. A man by the name of Michael swore that he would have the whole of his pay or he would sue the contractors. They had some words, which ended in their having a clinch. Some of the bystanders parted them, when the Italian contractor pulled out his revolver at Michael. The crowd interfered and stopped the fight. Michael has got out a warrant for the Italian contractor's arrest.

**08/09/1886 Athens Reporter Westport**

Workers Still Unpaid

There is great excitement over railroad matters. A new story or yarn every night. Will the railroad bust? Men cannot get their pay, and then again railroad's busted; men won't give right of way. We have eventually come to the conclusion that when we see the first train go through, we have a railroad.

Our village is increasing in population all the time. A baker is starting business here. He will be ready for business in a few days and says he will sell bread for 24¢ per pan; women will be glad to hear of this.

**Saturday 25/09/1886 Ottawa Journal Westport**

The steamer Swan has received the contract for towing fifteen barge loads of rails from Ottawa to Westport for the Brockville & Westport Railroad. The rails come from Montreal and have been towed up by Messrs. Blanchard & Co.'s steamers. The work of construction of this line is being rapidly pushed to completion. Over eight miles of the road is now graded, ready to receive the rails, and about eight more will be graded before the frost sets in. The road is receiving the hearty support of the farmers in the district through which it runs and the are assisting in every way possible the contractors who are building the line.

**20/10/1886 Athens Reporter Westport**

Elbe Mills - Work Comes to a Standstill

Work upon the railroad, which recommenced a short time ago has again nearly come to a standstill owing to a failure of the company to settle for the right of way, as agreed upon.

**03/11/1886 Athens Reporter Westport**

English Capitalists Might Buy Bonds; RG Hervey Still Contractor

With reference to the meeting of the Board of Directors of this line held on the 24th ult (October), the Recorder of the 27th says: - The rumor to the effect that the directors of this road were going to throw over the contractor, Mr. Hervey, it seems is incorrect, and we are told that the matter was not discussed at the board meeting. Col Cole informs us that he yesterday received a letter from George R. Sampson of London Eng. saying the London people were ready to carry out the purchase of the bonds of the road if a proper power of attorney were sent him. The president of the board, who was on his way to Ottawa was intercepted at the station and the necessary papers signed. We understood that all this was done last month and the money was to be paid into the bank at New York on October 1st, but in view of this letter we presume there was some informality in the papers. We cannot see why there should be so much difficulty in raising funds for this road. We are told that the English capitalists are willing to take the bonds at a fair price, and if such is the case surely the board ought to be able to negotiate the bonds themselves if the contractor is unable to do so. The unfortunate failure to provide funds has entailed a great deal of hardship on both the sub-contractors and the country merchants and people who have been boarding the employees all summer without pay, and we sincerely hope the money will be forthcoming soon.

**12/11/1886 Perth Courier Westport**

Poor Financial Conditions (Brockville Monitor)

Mr. Hervey, the railway conductor does not produce the funds needed to meet the claims of the sub-contractors nor to pay for the right of way and so forth. A good deal of work has been done along the line and it certainly is a great pity if the concern now sticks in the mud. As a matter of course not a single municipality is likely to pay over its debentures until the by-law conditions are fulfilled. The Brockville debentures have all been signed, sealed and ready for delivery some time ago but whether they have been handed over to the trustee or not we cannot say. The town has already been pretty well fooled in connection with the railway entrance at the west end and it is to be hoped there will be no second edition of that business. Meanwhile it would appear as if the GTR had an idea of heading us off.

**19/11/1886 Perth Courier Westport**

Slow Progress at Philippsville

The B&W railway, writes a Philippsville correspondent, is progressing very slowly owing to scarcity of money. For some reason the contractors cannot get the cash to pay the men for the work nor for supplies that they use on the line. The merchants of this place report that they have not received one dollar for goods furnished to the contractors since they commenced the road. .... The grading from Westport to Unionville is nearly all done with the exception of some heavy cuts. A part of the culverts is built.

**24/11/1886 Athens Reporter Westport**

Italian Laborers Arrive In Brockville in Destitute Condition

A number of Italians who had been working on the B&W RR and who could not get their pay, reached Brockville last week in a destitute condition. Some of them sold their time at a shave of 50%. The poor fellows were loud in their denunciations and made dire threat of raising an Italian regiment in New York which would come over here and clean out this country.

**08/12/1886 Athens Reporter Westport**

Promoters to Try to Make Arrangements to Complete the Road

We understand that it is the intention of the promoters of the railway to call a meeting of those having contracts or who are in any connected with the road, to try to come to some arrangement whereby the work may be pushed to completion as speedily as possible. We are not at liberty to state what the propositions are, but we believe that the arrangements will be such as will ensure the early completion of the line.

**15/12/1886 Athens Reporter Westport**

Soperton Station - Thunder of Dynamite Has Died Away

This law abiding, peace loving, temperate, prosperous, industrious, high-toned community of farmers are pursuing in undisturbed tranquility the even tenor of their ways. The thunder storm of dynamite had died away, and only an occasional boom reverberates in the distance. The riven rocks give proof that it rivals the thunderbolt of heaven in energy and force. Facts follow close on the footsteps of thought, for in a little while the drowsy sleeper will be aroused from his dreams by the vanishing express as it moves to the tune of "Roll on sweet moments and guide the traveller home."

**04/03/1887 Perth Courier Westport**

Article of Incorporation Filed in New York State

New York 01 March. Articles of incorporation will be filed toady for a railway company to acquire the new line now building from Brockville to Sault Ste Marie which is to be extended from the south side of the St Lawrence River opposite Brockville through New York State to a connection with the Boston Hoosac Tunnel and Western Railway and which is to form the Massachusetts link of the extension system which is to bring Boston 275 miles nearer Duluth. The name of the new company will be the Northern Pacific and Atlantic Railway Company.

**09/03/1887 Athens Reporter Westport**

Incorporation of NP & A Railway in New York

A few weeks ago the opinion was general that our local railway would never be completed. When the prospects of an enterprise are very low, a turn of fortune's wheel in any direction is very likely to improve matters and this is what has happened in the case of the BW&SSMR as will be seen from the following dispatch dated New York, March 1st. - Articles of incorporation were filed at Albany today for a railway company to acquire the new line building from Brockville Ont. to Sault Ste Marie, which is to be extended from the south side of the St Lawrence River, opposite Brockville through New York state, to a connection with the Boston, Hoosac Tunnel & Western Railroad and which is to form the Massachusetts link of the extensive system which is to bring Boston 275 miles nearer Duluth. The name of the new company will be the Northern Pacific & Atlantic Railway Company.

**Thursday 12/04/1887 Ottawa Journal Westport Kemptville**

The work of grading the new railroad from Smiths Falls to Montreal will commenced on Monday, 11th instant. (should this be ballasting?)

**13/04/1887 Athens Reporter Westport**

Lyn - Much Astir - A Few Men At Work Near Selee's Corners

There is much stir in regard to our railroad. A few men are at work near Selee's Corners, and we hear of the purchase of some right of way. It is to be hoped that when spring opens work will go on in a lively manner.

We hear violations of the Scott Act from all parts of the Counties, but so far Lyn has not appeared on the list.....

**18/05/1887 Brockville Recorder Westport**

Area Railway Promoters Meet Sir John A. (Booth, O'Brien, Shanley et al)

Parties interested in the Brockville & Westport Railway, in Dr. Bergin's Ontario Pacific and in Mr. Booth's scheme from Ottawa to the Sault, met together in Ottawa last week and pressed upon the government the importance of subsidizing a line running through that part of Ontario which these roads are intended to penetrate as it would really be a colonization road and therefore entitle to consideration at the hands of the government. It is suggested that a single line would serve for all three schemes from Sharbot Lake or some other point west, and that an amalgamation might be effected or equal rights as to running powers be given to each company over the western section referred to. Sir John was interviewed on the subject by the following members of parliament; Messrs O'Brien, Shanley (Walter), Wood, Hickey, Bergin, Haggart, Taylor, and Messrs C.H. Mackintosh, ex MP, Dickinson, ex MP, R.G. Hervey, W.H. Cole, of Brockville and others. The premier promised to consider the matter and consult his colleagues. Recorder

**01/07/1887 Perth Courier Westport**

Hervey asks for Government Grant of \$3,200 per mile

R.J. Harvey of the BW&SSM says that if the government will grant the road of subsidy of \$3,200 per mile, the capital is guaranteed in New York to push work through to the Sault without delay.

**01/09/1887 Rideau Record Westport**

Work Comes to a Standstill on BW&SSM

BW&SSM. Work on this line has stopped, the sub-contractors have been sold out by the sheriff, judgments have been obtained against the company and the whole affair appears to have come to a stand still. Mr. Hervey, the contractor....says: there are no new developments concerning the work..

**09/09/1887 Perth Courier Westport**

Work Resumes on B&W by Webster & Whelan  
B&W Work was resumed on the B&W on Monday by Webster & Whelan, contractors.

**13/09/1887 Athens Reporter Westport**

B&W buys Lots in Brockville At a meeting of the Brockville town council on the 7th instant, the Brockville and Westport Railway applied for certain lots in the town required by the Company. The council agreed to sell at the price suggested by Mr. Smellie.

**30/09/1887 Perth Courier Westport**

Palladino's contract Being Pushed vigorously  
Palladino's contract in the town end of the B&W is being pushed vigorously

**04/10/1887 Athens Reporter Westport**

Lyn Siding Built The contractors for the B&W RR have built a siding at Lyn for use in unloading ties and rails which come over the Grand Trunk.

Elbe Mills - Mr. E. Haskins is sawing square timber for the railroad bridge across the pond. the only sign as yet of work on the railroad in this vicinity.

**06/10/1887 Brockville Recorder Westport**

B&W Siding at Lyn on GTR Lyn Branch  
About 300 yards of a siding has been built at Lyn by Paladin's men for the B&W. The siding connects with the Lyn branch of the GTR and will be used for unloading rails, ties, etc. The first lorry was switched on the new track by Mr. Rossie Gates.

**25/10/1887 Athens Reporter Westport**

Lawsuit of Mitchell et Al Judgment for \$49,350 The case of Mitchell et al vs. the Brockville and Westport Railway was called at the assizes last week, but no evidence was taken as the matter was settled out of court. It was a suit to recover for work done upon the line, and judgment was entered for \$49,350 (This may be \$19,350 as the 4 in the newspaper is not clear.

**08/11/1887 Athens Reporter Westport**

Newboro and Vicinity - Bridge Masonry Work - First Accident  
News around here is rather scarce. Few items of interest have transpired during the past week. But the ball must be kept in motion or Newboro might be overlooked among its larger neighbours.  
The mason work on the railroad bridge is being pushed with a vengeance by A. Haggerty and his live corps of men, including happy John Caldwell. In about two weeks it will be completed.

The last load of railroad ties from Deseronto are being unloaded from off the barge Anglin....

The first accident on the railroad happened near Newboro crossing last week. Mr. A. Wallace, in trying to board a moving car missed his calculation and fell, injuring his ribs. There should be a village by-law prohibiting jumping on moving trains as there may be others than the jolly Scotchmen holding their ribs together with one hand.

**Wednesday 09/11/1887 Ottawa Citizen Westport Brockville**

There was a meeting of the Railway Committee of the privy Council yesterday to her the dispute between the Grand Trunk Railway and the Brockville, Westport and Sault Ste. Marie Railway Company, with reference to the crossing by the latter company of the Grand Trunk Railway at Lyn, six miles west of Brockville. Messrs. Wood, M.P., Smellie and Harvey appeared on behalf of the Brockville, Westport and Sault Ste. Marie road and Chief Engineer Hannaford for the Grand Trunk. After considerable discussion it was decided that the Brockville, Westport and Sault Ste. Marie road should cross the Grand Trunk track at a place called Manitoba Siding, near Brockville instead of at Lyn.

**11/11/1887 Perth Courier Westport**

B&W Crossing of GTR Discussed by Privy Council  
There was a meeting of the Railway Committee of the Privy Council on Tuesday to hear the dispute between the GTR and the BW&SSM with reference to the crossing by the latter of the GTR track at Lyn, six miles west of Brockville. After considerable discussion, it was decided that the BW&SSM should cross the GTR track at a place called Manitoba siding near Brockville, instead of at Lyn.

**22/11/1887 Athens Reporter Westport**

GTR Grants Temporary Running Rights to B&W - NYC Controls Utica & Black River RR - Grading Completed Between Lyn and Westport - Large Quantity of Ties At Lyn - All Rails at Lyn and Newboro

What is regarded as a well-founded rumor is to the effect that the New York Central and Hudson River RR have purchased a controlling interest in the Utica and Black River RR and will assume control of that road on the first of December. It is further rumored that the same company are negotiating for the possession of the Brockville and Westport RR with a view of continuing it through to the Sault to connect with the Northern Pacific road which is nearly completed to that point. From our own private correspondent at Lyn we learn that the work between Lyn and Brockville has stopped, and that the B&W company have been granted running powers over the Grand Trunk for this winter. Should these rumors prove correct there is a fair prospect of the B&W RR becoming a connecting link to one of the greatest roads on this continent. Should the open weather continue for ten or fifteen days longer the grading will all be completed between Lyn and Westport, when the work of building the bridges and trestle work will be pushed rapidly forward. A large quantity of ties have been delivered at Lyn, and the rails for the entire line are already on the ground, some at Lyn and the rest at Newboro.

The last stone of the RR bridge was put in place last Friday beneath the smiles of Superintendent Mooney and contractor Haggerty and the Union Jack.

Newboro - Tuesday last week was pay day on the railroad here and the men went in for a time, having secured a quantity of the material used in painting towns red began operations early in the evening, near the post office. They succeeded in making it unpleasant for ladies, who had to pass through the ranks of the motley crowd. It is hoped some measures will be taken to prevent a recurrence as they did not leave until midnight. A number of knock downs took place.

**24/11/1887 Brockville Recorder Westport**

Locomotive & 2 Cars for Newboro via Kingston  
A locomotive and two cars are being loaded at the CPR west end slip (loop line?) today to be taken to Newboro by Kingston and the Rideau Canal for track laying on the B&W.

*25/11/1887 Perth Courier Westport*

GWR #4 Loco and One Flat Car by Barge to Newboro

The Recorder of Saturday says: The steam barge Freemason left last night for Newboro via Kingston with a barge in tow having on board a locomotive and flat car for use on the BW&SSM. It was the intention to take two cars and the barge had been prepared with a double track to accommodate them but was found that it would be too heavy and one car had to be left behind. The locomotive is one of the old wood burning engines of the Great Western Railway and was No 4 on that road. The car is one of those from the Napanee, Tamworth and Quebec Road. A number of ties were taken on board as ballast.

*29/11/1887 Athens Reporter Westport*

Elbe Mills - Drillers Prepare Bridge Foundation

A gang of drillers are at work at the mills, preparing the foundation for the railroad bridge. The carpenter work is at a standstill for want of timber.

Phillipsville - November 28 The work on the B&W RR is progressing finely. A large number of men are at work at the present time.

Delta November 29 - Well, we are looking forward to the time, which we think now is not far distant, when we can step on board of a hand car, if nothing else, and go out and take a bird's eye view of the celebrated village of Farmersville.

Newboro November 28 - The long looked for railroad engine has at last arrived. It is an old time No 4 of the GW RR (Great Western Railway) and does not look to fit well on the track of our flourishing new road. One platform car (flat car) of the N&T (Napanee & Tamworth) road is also here. The engine is now undergoing repairs and in a few days will begin to haul ties or rails.

Farmersville - A few of the railway boys had a scrimmage here on Saturday night, and at least one got a bloody head. The good sense of the majority of the crowd of spectators prevented general and sanguinary hostilities - or what would have been such of the bluster of the belligerents had meant anything more than mere boasting.

*29/11/1887 Athens Reporter Westport*

Forfar - Farmers Working on Railway.

A number of the farmers in this section have been working on the railway, earning good wages and getting their pay. The work is about done along here with exceptions of some culverts and laying the track.

*06/12/1887 Athens Reporter Westport water*

Whelan & Webster Complete Westport Contract - Locomotive for Lyn End Receiving Overhaul at GTR Shops - Well to be Drilled at Farmersville, Work on Water Tank to Start Next Week - Ties and Rail Laid from Newboro to Farm of Myles Lockwood 5 Miles - Tracklaying Started Between Lyn and Unionville - Legislation Passed to Allow B&W to Amalgamate - Contract for Buildings Let to John Warwick - John McAllister Paid As Much As His Farm is Worth for Right of Way - All Lumber to be Delivered to Brockville Instead of Bellamy's  
Messrs Whelan & Webster have completed their contract on the Westport end of the line.

Spring Valley - some of our farmers are working on the B&W RR.

Glen Buell November 29 - Work on this section of the B&W RR is being pushed forward with much success. There is a force of men employed on a heavy rock cut on the property near Paul's Point. Money for construction appears to come very readily now. Our enterprising farmers are quite willing to help along the work and thereby secure a portion of the money spent. ....

Glen Buell November 29 - Now that the B&W RR has become a certainty, our deputy toll taker has become very cheerful and smiling. He says that the contractor, Mr. Hervey, has promised him a train from Unionville station in about ten days for his proposed wedding tour. It is surprising to notice how smiling and affable he has become to those passing the gate and it is rumored that one buxom lassie of marriageable age has been returning his smiles with a degree of warmth that promises to be rewarded in the near future.

The locomotive to be used on the Lyn end of the line is receiving an overhauling at the GTR repair works, Brockville.

Mr. S.B. Williams, who acts for the Railway company on this division, has given orders for a well to be drilled at the Farmersville station. Work on the tank will be commenced next week.

From a resident of Delta, we learn that the ties and rails are laid from Newboro to the farm of Myles Lockwood, a distance of over 5 miles. Tracklaying has also commenced between Lyn and Unionville.

Notice is given of an application to the Ontario Legislature for the passage of an amendment to the act of incorporation which would enable the B&W RR to lease to or amalgamate with other companies.

The station buildings on the line will be constructed by the company under the supervision of Mr. John Warwick. A force of men are at work on the Phillipsville station, and the lumber for the Unionville station is on the ground.

Contrary to what generally takes place in such cases, Mr. John McAlister, of Westport, received nearly as much as his farm is worth for the right of way across his property. It is good to hear of one man getting even with a railway company.

So strong is the faith that our railway will be completed and in running order by the 1st Jan. that W.G. Pariah has countermanded all orders for lumber to be delivered at Bellamy's during December and will have it sent on to Brockville to come over the B&W.

*08/12/1887 Brockville Recorder Westport*

B&W Locomotive #1 for Lyn End of B&W

The locomotive for the BW&SSM to be used in track laying from this end, now in the GT yard here is a second-hand engine in good condition. It bears the name of the Danforth Locomotive and Manufacturing Co, Patterson NJ and is now No 1 on the BW&SSM road. The flat cars of which there are a number, were also built in the States. They bear the name of the road on which they are to be used and are numbered from 101 up.

**09/12/1887 Perth Courier Westport**

NYC Controls Utica & Black River. Negotiating for B&W Perth Courier. Brockville November 29. It is said that the New York Central & Hudson RR has purchased a controlling interest in the Utica & Black River RR and that the same company is negotiating for the possession of the BW&SSM with a view of continuing it through to the Sault to connect with the Northern Pacific road.

The work between Lyn and Brockville has stopped. the B&W was being granted running powers over the GTR for the winter. In a few days the grading will all be completed between Lyn and Westport, when the work of building the bridges and trestle work will be pushed rapidly forward. The rails for the entire line are already on the ground, some at Lyn and the rest at Newboro.

**13/12/1887 Athens Reporter Westport**

Construction Work is Busy at Lyn 12 December. At last the iron horse has made his appearance and is at work running the construction train seven days in the week. The managers of the road make a great mistake in disregarding the laws of God and civilization, as no Sunday work ever paid yet. Our new station is progressing rapidly, and will be neat and commodious. It is in a very convenient situation but will require raising another foot from the ground to be out of the reach of spring freshets. The first passenger train arrived last week, consisting of a palace sleeper and dining car, for the construction gang. The work of construction is being rapidly pushed forward. A large number of teams are engaged in hauling ties, timber, etc. Good wages and prompt pay brings them from quite a distance.... Since the completion of the grading the Hotel de Italy is being moved near to the Manitoba siding to accommodate the hands at work on the Brockville section.

**15/12/1887 Brockville Recorder Westport**

Construction Work in Brockville  
A gang of 15 or 20 men and several teams commenced work this morning on the B&W at the foot of Church street.

**15/12/1887 Brockville Recorder Westport**

Track Laying From Lyn to Newboro  
Work on the BW&SSM is now, after all the delays proceeding satisfactorily. The track is being laid from Lyn and from Newboro....  
The track is being laid from Lyn and from Newboro....  
The rails are being taken across the canal at Newboro today for the track to Westport.... The timber and iron for the Newboro Bridge are at Lyn and as soon as the track is laid through it will be taken forward and set up....

**20/12/1887 Athens Reporter Westport**

Fights on Payday; Sunday Train; Riddell and Gosline Contract  
Newboro 19 December - Last Saturday was pay day on the railroad here, and some of the men made it very unpleasant at night, especially in the vicinity of the post office. Two large light of glass in Mr. Lewis' store front were broken. The post office had to be closed earlier than usual on account of the riotous proceedings. A feeling of dissatisfaction regarding the pay office being located in the post office is agitating the people. It does not seem necessary that the public should have to be subjected to insults, as many were on Saturday night, while looking after the mail matter.

A Sunday train was run from here to Lockwood's yesterday. It conveyed a full load of sinners, old and young.

It is said that Riddell and Gosline have the most gentlemanly gang of men on their contract of any on the road, a fact that was noticeable on Saturday night. Messrs R&G have the contract of laying the track from here to Westport

**30/12/1887 Perth Courier Westport**

Vanderbilt has Controlling Interest in B&W  
....There are two lines completed now to the American side (of Sault Ste Marie) - one being the Duluth South Shore and Atlantic and the other the Minneapolis and Sault Ste Marie. Other Railways are also seeking an entrance to Sault Ste Marie, the Grand Trunk and the Northern Pacific having made an agreement to form a connection at this point. The Grand Trunk engineers are now at work locating their line, and in fact a good part of their line is already finally located and part of it already graded. Besides the Grand Trunk, another projected Canadian line is the Brockville, Westport and Sault Ste Marie, in which Vanderbilt has acquired a controlling interest. Then there are several other railway projects for which charters have been obtained, all of which have Sault Ste Marie as their intended terminus.

**12/01/1888 Brockville Recorder Westport**

B&W Station Construction  
Mr. John Warwick who has the contract for building the station houses on the BW&SSM reports the work as going on splendidly. Those at Lyn, Unionville and Singleton's corners have been finished while the remaining six are all under way.

**Friday 20/01/1888 Ottawa Citizen Westport**

Before the 1st of February next it is said the Brockville, Westport and Sault Ste. Marie Railway will be completed from Brockville to Westport, a distance of about 45 miles and regular trains running. The objective point is Sault Ste. Marie where a connection will be made with the northwestern system of railways, the whole length of the line being 500 miles. Said Mr. Wood M.P., discussing the scheme yesterday, "It will be the shortest route between the "Soo" and the seaboard, inasmuch as it is an air line and by bridging the St. Lawrence at Brockville a connection will be formed at Morristown with a complete system of American railways. The local traffic will also be good, for the road so far runs through the eastern garden of the Province, and there are thirteen towns and villages along the line. the Canadian Pacific Railway will not be able to handle the freight of the Northwestern States, and our road, which shortens the distance to the seaboard by at least one hundred miles, cannot fail to control a large share of the through freight.

**Friday 27/01/1888 Renfrew Mercury Westport**

Notwithstanding reports to the contrary which have been circulated, the authorities of the Brockville and Westport Railway say that it is their intention to give the public railway accommodation this winter, and that they expect to have the track completed so that regular trains can be run soon after the first of February. Of course the road will not be fully ballasted, but they say that it will be in such a condition that trains can be run with safety. Another locomotive and twenty more cars will arrive shortly. With respect to the numerous complaints that have been made respecting no pay for work done, it is stated that the men were informed that the next payday would be when tracklaying was completed, and was expected to be about the 20th day of January.

**Saturday 28/01/1888 Ottawa Journal Westport**

Mr. James Carrol, foreman of the works on the Rideau canal, speaking to a Journal reporter about the construction of the new Brockville and Westport Railway, said the line is now entirely completed from Brockville to Westport with the exception of a gap of about five miles between Delta and Farmersville and the officials expect that gap will be closed, the line ballasted and in running order about the 15th of February. The stone piers for the bridge across the Rideau river at Newboro are already constructed and the ironwork for the bridge is now lying at Lyon on the C.P.R. (sic) ready to be shipped to Newboro as soon as the gap between Farmersville and Delta is completed.

The directors of the road intend giving a grand banquet at Farmersville, about the 15th of February, when the last rail will probably be laid. The passenger and freight equipment for the road has been ordered, and trains are expected to be running regularly between Brockville and Westport by the 1st of March.

**07/02/1888 Athens Reporter Westport**

Hervey to Give Banquet in Farmersville

It is rumored that the Contractor, Mr. Hervey, and the Provisional Directors of the B&W&SSM Railway will give a grand banquet in Farmersville about the 15th instant in honor of the opening of the road from Brockville to Westport.

Now that the railroad is about completed our village road commissioners should have preparations made to lay a sidewalk from Wellington St to the station the first thing in the spring.

The B&W Railway offices in Brockville have been removed to the Comstock Block.

**07/02/1888 Athens Reporter Westport**

Phillipsville - Temperatures Plummet - Locomotive Off The Track between Phillipsville and Delta

It has been some time since we saw any news in your paper from this place. I would have written you before, but the thermometer got so low that our ink froze, and we lost our jack knife and could not sharpen our pencil. But as the thermometer has come in sight again, we take this opportunity of writing you a few lines.

It is nothing new to hear that the engine is off the track on the B&W railroad. It took the boys about eight hours to get it on the track between this place and Delta, one night last week. The boys worked well without their suppers. The engine has been off the track ever since the B&W road was commenced, that is what is the matter.

**07/02/1888 Athens Reporter Westport**

Westport Station Completed by Mr. Bolton - Laying of Switches to Start

The station house at Westport is just about completed. Its neat appearance and fine finish as well as the despatch with which the work was executed reflects much upon the ability and workmanship of Mr. Bolton. The work of laying the switch here will be commenced immediately, when all will be ready for the arrival of the first train.

**07/02/1888 Athens Reporter Westport**

Delta February 2 - Engine Goes By

Hurrah for the railroad. We could see the iron horse today for the first time, and it was a welcome sight to all.

**17/02/1888 Perth Courier Westport**

Tracklaying Finished on Westport Division

Brockville, Ont. 15 February. Track laying was finished yesterday (Tuesday) on the Westport Division of the BW&SSM. The steel bridge across the Rideau at Newboro are being erected by the Dominion Bridge Co and is expected to be completed by Monday. Regular trains are to be put on between Brockville and Westport in a few days. The location of the line west of Westport is to be pushed vigorously.

**17/02/1888 Perth Courier Westport**

Tracklaying finished on Westport Division. Brockville 15 February 1888.

Track laying was finished yesterday (Tuesday) on the Westport division of the BW&SSM. The steel bridge across the Rideau at Newboro is being erected by the Dominion Bridge Company and is expected to be completed by Monday. Regular trains are to be put on between Brockville and Westport in a few days. The location of the line west of Westport is to be pushed vigorously.

**19/02/1888 Brockville Recorder Westport**

This morning a gang of Italians numbering between 40-50, who had been employed on the Brockville and Westport Railway, reached town. They were looking for their pay.

**28/02/1888 Athens Reporter Westport**

Passenger Car Arrives in Brockville

The Recorder says that a passenger car for the B&W reached Brockville on Thursday.

Bridge in Place Newboro February 27 - The railroad bridge is placed in position and will be completed in a few days.

**28/02/1888 Athens Reporter Westport water**

Westport - Work on Turning Y Nearing Completion by Mr. Webster - Work Started on 500 Barrel Water tank Westport Saturday Feb. 25

Operations on the railroad are progressing favorably here. Mr. Webster has a gang of men at work laying the track of the turning Y which will be completed in a few days.

The building of a large water-tank of five hundred barrels' capacity was commenced last week. We expect the iron horse to make his first appearance in Westport this week.

**02/03/1888 Perth Courier Westport**

First Train to Newboro. Brockville 21 February 1888.

The first train from Brockville over the BW&SSM arrived last Sunday with part of the bridge to be placed across the canal. The balance of the bridge arrived the following Monday and will be in readiness for the passenger trains next week.

**02/03/1888 Perth Courier Westport**

First Train to Newboro

Newboro February 21. The first train from Brockville over the BW&SSM arrived last Sunday with part of the bridge to be placed across the canal. The balance of the bridge arrived the following Monday and all will be in readiness for the passenger trains next week.

**07/03/1888 Athens Reporter Westport**

Delta - Trains Running without Telegraphing - No Collisions Yet

Delta, Monday, March 5. Hurrah for the railroad, passenger trains, express, cattle and hand cars; all running without any means of telegraphing and, strange to say, no collisions as yet.

## The First Run of the B&amp;W

After years of patient waiting and hoping against hope, the long sought but much delayed train from Brockville to Westport is now an accomplished fact.

If the spirit of Allan Turner Esq. had been permitted to visit this mundane sphere and could have stood on the station platform as the train steamed into Farmersville station, he no doubt would have remembered the prophetic words we heard him utter 15 years ago I may not, and probably shall not live to see a train running between Brockville and Westport but I firmly believe that only a few years will pass before you take your first ride over the road. The railway was completed several days ago, except for the finishing of the iron bridge across the canal at Newboro which was finally completed last week so the railway officials sent out invitation to all reeves, deputy reeves, and several others to take a ride over the line last Saturday, March 4.

Accordingly, an engine drawing a baggage car and a passenger car was sent out from Brockville to Westport last Friday afternoon. On its arrival at the Westport Station, a good percentage of the population was at the station to see it pull in, and cheer upon cheer rang over the winter air. The residences of some of the leading men of the village were decorated with Chinese lanterns, those of Reeve Adams, and Rev. D.Y. Ross being the most beautifully illuminated. Unfortunately the wind came up during the night with d drifting, but it was decided to make the run just the same, and at 7 am, on Saturday morning the whistle blew a warning note that all was ready for the first passenger run.

Boarding the train at Westport were: W.J. Fredenburgh, E.J. Adams, W.J. Webster, H. Lockwood, George Fredenburgh. After a short run of thirty minutes, Newboro was reached where almost the whole village was out to see L.S. Lewis, J.U. N. Knowlton, W. Bass, James T. Gallagher, R. Blake, J.H. Cole, T.W. Preston, J. Webster, and C. English, board the train. Only a short distance had been traversed when the train came to a halt in a snow bank, and all train hands, and some of the passengers had to go to work with shovels, and at frequent intervals for nearly two hours there was a tussle with the snow.

At 10:20 Philipsville was passed and Delta reached at 11:10 where the passenger list was increased by T.K. Scovil, Portland; W. Richardson, Seeley's Bay; J.R. Dargavel, Elgin; and J.E. Brown, W.H. Denault, S.J. Seaman, D. Brown, And W. Robinson.

A Telegram was sent to Farmersville that the train was coming and would be carrying passengers, and at 12:15, it pulled into the station. Here, the Armstrong House bus and a team and a sleigh carried the passengers down to the hotel, followed by all the small boys of the community and watched by the rest of the population. After a hearty dinner was enjoyed as guests of the railway officials, the party returned to the train, accompanied by J.B. Saunders, W.G. Parish, Tom Berney, S.B. Williams, James Ross, J.C. Hannah, and Bethuel Loverin. From Farmersville to Lyn no drifts were encountered and the train arrived in Lyn at 2:20 where coal and water were taken on, and a quick trip over the GTR soon brought the train to Brockville.

Here a large crowd welcomed the passengers and carriages were waiting to take everyone to the Railway Company offices in the Comstock Block, where they were welcomed by Mr. Hervey who spoke on the building of the railway. He then invited all to be guests of the company at a sumptuous feast at the Revere Hotel. During the banquet, one of the party arose and said that they could not consider putting Mr. Hervey to the expense of returning them to Westport, and as many of the party desired to stay over Sunday in Brockville, they could do so, and the rest could arrange other transportation home. Several in the party were greatly upset, as they thought the train would be taking them home, but although Mr. Hervey offered to do so, his offer was refused by this party who said he had already been too kind. In fairness to Mr. Hervey, we will say that he provided carriages as far as Farmersville for all who cared to travel that far, and from this village, a lively bus was hired to return to their homes. But the rumor went abroad that Mr. Hervey had left the party to get home as best they could.

In speaking to the party from Farmersville, upon their return, they praised the officials most highly for their entertainment and excellent food provided. They spoke of the comfort of the coach, and their enjoyment of the trip.

## 08/03/1888 Brockville Recorder Westport

## First Through Passenger Train

The first through train consisting of a locomotive and passenger car came in over the BW&SSM today (March 3) arriving at 1:40. The car was crowded with representations and leading citizens of Westport, Newboro, Phillipsville, Delta, Portland, Farmersville and other places.... The train left Westport early this morning but the road between Newboro and Farmersville was considerably blocked with snow and progress was slow. The run from Farmersville to Lyn, however, was made in good time, the 12 miles being covered in 39 minutes... On arrival, the party was driven to the offices of the company, Comstock Block and were afterwards entertained at dinner at the Revere House by Mr. Hervey, the contractor.

## 13/03/1888 Athens Reporter Westport

## Freight Operations start; Snow Stalls Freight Train At Farmersville

Six carloads of lumber came in over the B&W on Thursday last for Mr. W.G. Parish. Two or three cars of general freight passed on to points along the line.

A freight train passed up the railway line yesterday but owing to bad snow drifts, it did not get through, and is now laid up at Farmersville station, awaiting more favourable conditions.

Westport March 9 The long talked of and long desired event, the arrival of the first train at Westport, caused considerable excitement in the village on the evening of February 29th when the locomotive steamed up to the station for the first time. On Friday night it returned with a passenger car to carry the excursionists to Brockville the next day. Those who had the pleasure of enjoying the first ride, were well satisfied with the condition of the road.

Mr. Fredenberg received a car load of wheat on Wednesday for the roller mill.

Newboro Monday Mar 12 The glowing account given by some of the papers out at the end of the line, regarding the recent excursion over the B&W to Brockville, would have been just as well had it been put a little milder. None of the citizens from here were at the station to see the train off but those who were to be passengers. There was no cheering unless it was to encourage a talented young gent in his efforts to catch the train after it had left the station, and in which effort he was successful. Most of the people in this Borough have seen railroads before, and all have heard too much puffing and blowing by certain of the officials of this road to crazy over one little excursion.

*13/03/1888 Brockville Recorder Westport*

Problems With Payment of Municipal Bonuses (Get a new copy of this item From Brockville Recorder

The matter of the payment of the bonuses to the BW&SSM railway company by the townships through which the road passes appears at last to be satisfactorily settled. The townships of Crosby, Leeds and Lansdowne, and the rear of Yonge and Escott each handed over to the trustees debentures in the amount of two thirds of the bonuses granted. On behalf of the company it is guaranteed that all the indebtedness contracted since the 1st of September 1887 shall be paid at once.

The Rear of Yonge and Escott, and Bastard and Burgess deposited each a portion of their bonds in the Bank of Montreal which for the present they retain control of as a guarantee for the payment of claims due in these townships under the above arrangement, the bonds to be released to the company as soon as the claims are paid. The remaining portion of the debentures will be handed over by the municipalities as soon as the road is fully completed and trains running. This settlement will aid in bringing about the early running of regular trains and be of advantage to all parties concerned. The Recorder

*13/03/1888 Athens Reporter Westport*

First Passenger Train Steams Into Westport February 29

On February 29th the first passenger train on the new B&W Railroad steamed into Westport. The next day it returned to Brockville carrying 15 passengers who said the ride was very enjoyable and the roadbed in good condition. A train will go from Brockville to Westport one day and back the next for a while yet and perhaps later the same train will return at night.

There was no great jubilation at Newboro when the first train came in. People at Newboro have seen trains before and they have heard so much blowing and puffing by certain of the officials they have already become tired of it.

*15/03/1888 Brockville Recorder Westport*

First Load of Lumber for Delta

The first car load of lumber for Delta over the BW&SSM was shipped today by Peter McLaren consisting of material for a large frame home consigned to James Barlow, Delta.

*20/03/1888 Athens Reporter Westport*

Bill to Amend By-Law; Payment of Municipal Bonuses; Payment of Creditors

The bill introduced in the Local Legislature, in the interests of Mr. Hervey, amending the charter of the BW&SS Railway, was withdrawn, excepting the clause giving the company power to construct a branch line to Lyndhurst, Morton and Jones Falls. But since the negotiations regarding the handing over of a portion of the municipal bonuses to pay off the debts contracted since September last, another clause has been added to the bill, providing that the councils of those municipalities, which have granted bonuses to the road, may, if they so wish, authorize the trustees appointed to have charge of the bonds, to turn over a portion of them to the railway company, before the road is fully finished and equipped, as required by the bonus by-laws, which provide that no portion of the bonus shall be payable until the road is completed and put in running order from Brockville to Westport.

The company had become financially embarrassed, and the only hope of a large portion of the indebtedness being paid was in the municipalities coming to the help of the company and granting them the right to dispose of a portion of the bonuses. We understand that the money received on these bonuses can only be paid over on the condition that the debts contracted subsequent to the 1st of September last are paid in full, the balance, if any, to go to the contractor, Mr. Hervey. In connection with this arrangement an agreement was entered into whereby a committee was appointed who have power to hand over the money granted, only when they are satisfied that those debts have been cancelled. The worst feature of the whole case is the failure of the company or the custodians of the bonuses to make any provision for the payment of the old debts incurred by contractors prior to the first of September last. Hundreds of hard working mechanics, tradesmen and laborers have been kept out of their honest dues for months and under the present arrangement the prospect of their ever getting anything is very small indeed.

*20/03/1888 Athens Reporter Westport*

Workers Still Unpaid from Fall of 1887

Elbe Mills, Monday, March 19: No trains have been through since last week's blizzard.

Glen Buell, Monday March 19: Several of our young men who worked last fall on the B&W were in Brockville last week hoping to receive a settlement. They were informed that this municipality did not make a grant to the road and that the company could not therefore pay them until money came from New York.

Delta March 19 It is stated that regular passenger trains on the Brockville and Westport railway will commence running on Monday 26 instant.

*27/03/1888 Athens Reporter Westport*

Money Still Not Paid

Phillipsville Monday March 26 When may we expect the railroad money? is the first question that is asked, just now.

Farmersville - The officials of the B&W RR were at their office here on Saturday last paying off a large portion of the indebtedness incurred since September. We learn that the construction men will be put at the work of getting out fence posts at once, so that the line can be fenced as soon as the frost is out of the ground. A few days more of warm weather will thaw the ice from around the ties so as to allow the gravel trains to commence work. A large number of gravel cars are lying at the station ready to be used for ballasting.

*17/04/1888 Athens Reporter Westport*

Goods Received at Westport

Westport Saturday April 14 - Hurrah for the railroad! Our merchants have been receiving goods per wagon from Brockville marked "Via BWRR to Westport.

*17/04/1888 Athens Reporter Westport*

(80 years ago) Second Train of the Season Leaves Brockville

The second Sunday train of the season left here early Sunday morning (from Farmersville) and in the absence of Supt. Mooney, the despatching orders were given by Assistant Supt. Fowler. The train consisted of engine and tender and baggage and passenger car. The orders were to make the round trip in one hour and twenty-nine minutes. The train got off to a good start and arrived in Delta in twenty-one minutes. Here a short halt was made for refreshment. Beyond this point no time was kept, but when the train did not arrive back in Farmersville at the appointed time, the assistant superintendent concluded that something must be wrong. The telegraph lines were down and there was no way to find out what the matter was. Patiently he waited. One, two, three - five long hours sped by, and no train. Finally, he hired a livery horse and started up the line at a fast rate of speed. At Delta the train was observed standing on the track, but all passengers had flown. Inquiry revealed all were at the hotel enjoying refreshment and playing cards. The assistant supt. concluded that as the excursionists were so anxious to remain in Delta, they could stay there and, arranging for a boy to drive his livery rig back, he brought the train to Farmersville. The party of happy excursionists started for home by the tie sidewalk, and reached here just as the shades of evening fell.

Mr. Smellie, Chief Engineer In SS Marie Making Preliminary Arrangements to Purchase Land - Credibility of B&W Has Completely Vanished - One Lifting Gang at Work Fixing Error of Last Winter

Sault Ste Marie April 12: Mr. Smellie, the Chief Engineer of the BW&SSM Railway has been in town making preliminary arrangements for the purchase of the right of way and grounds for station, workshops and yards for this line. This company will build an independent line from Brockville to this place passing through the town through the fourth concession of park lots in close proximity to the Wawanash Home. The passenger station, it is expected, will be between Pim and Wilson streets or at the intersection of the railway line with one of them. Work is rapidly progressing on the eastern portion of this road at the present time and construction will commence at this point at an early date.

The above press despatch illustrates the truth of the old adage that one must go from home for news. We have no difficulty in believing that the Company's engineer was at the Soo purchasing station grounds, right of way, etc. for events have proved that the B&W is ready to buy anything that can be negotiated and to undertake any work which can be done on the long credit plan. But when pay day comes, the company fails to redeem its pledges. Happily, the credit of the B&W has reached, in the estimation of the people here, that point where confidence has entirely vanished. We say happily, because the credit of the company gone, people will cease to be victimized by its unfulfilled promises and dishonored engagements. The statement that work is progressing rapidly on the eastern end will be read with astonishment by those who know the facts. We believe we are within the mark when we say that the total force now at work is comprised in one lifting gang of not more than twelve men, all told. These could not even counterbalance the destructive work of the elements, even if their efforts could be directed to that end. The work they are actually engaged in however, is that of rectifying the errors in the construction work performed last winter, for instance, tearing up rails and cutting off portions from them to allow for expansion, a property of iron which seems to have been totally lost sight of last winter by those who superintended the work. Instead of rapid progress in the work of lifting and ballasting, the very reverse of this is the case, and if more energy is not put forth, the track, never in proper shape will rapidly deteriorate until it becomes utterly unfit to bear the passage of even a hand car over it.

The finances of the company, so far as we are able to judge from the facts at hand, are in an equally unsatisfactory condition. The sums which have been paid out for work and supplies in accordance with arrangement agreed to by the company and the municipalities granting the bonuses have been comparatively small, and we hear complaints on all sides of hardship occasioned by the company's failure to pay. It is reported and we believe correctly that the company received over forty thousand dollars of bonus money, instead of the smaller installments which, it was generally understood, were to be handed over under proper safeguards to ensure the money reaching the creditors. Where the money has gone to, Contractor Hervey could tell, if he would. Why it was that the people's representatives in the township councils so bungled as to permit the company to grab such large amounts, without precaution on the part of the municipalities to see that the money was applied to its legitimate use is a question which the ratepayers immediately interested would like see answered.

Delta - Brockville, Westport & Seldom See Money

Mon. Apr 23: It has been suggested here that you add one other appropriate appellation to our little railway and that is the Brockville, Westport and Seldom See Money Railway.

Unpaid Workers - Cars and Broken Engine On Line

Sat. 28 Apr: Your graphic description of the progress of the BW&SSRR and the manner in which the business has been conducted is true as parties here waiting for their pay can testify. The only signs of a railroad to be seen here are the number of cars and a rusty broken-down engine standing on the line. Perhaps they are waiting for the cold weather of next winter to contract the rails so they will not require cutting, as there is not a man at work on this end by the line that I know of.....A number of laborers, who have been waiting for B&W pay and expecting to get work in the GTR ballast pit have been sadly disappointed as the pit is being worked by a large gang of Italians. This is much to be regretted as it will be a great loss to the merchants and others indirectly.

We sometimes hear of persons kicking themselves. Perhaps the reeves who allowed Mr. Hervey to comb the wool over their eyes, can kick each other. It seems strange that in a country where the laws are supposed to protect the working man, there should be no way in which a contractor or builder of a railroad can be got at summarily when they fail to meet their payment of wages.

As so many men working on the B&W railroad have not been paid in some time, the railroad is now going by a nickname, the Seldom See Money Road. The Recorder announced that ballasting would be commenced on the B&W yesterday, but there are as yet no signs of activity on the line.

Controlled Payment of Municipal Bonuses

The matter of the payment of the bonuses to the BW&SSM railway company by the townships through which the road passes appears at last to be satisfactorily settled. The townships of Crosby, Leeds and Lansdowne, and the Rear of Young and Escott each hand over to the trustees debentures in the amount of two-thirds of the bonuses granted. The township of Bastard and Burgess hands over one half the amount granted. On behalf of the company it is guaranteed that all the indebtedness contracted since the 1st of September 1887 shall be paid at once. The Rear of Young and Escott, and Bastard and Burgess, deposit each a portion of their bonds in the Bank of Montreal which, for the present, they retain control of as a guarantee for the payment of claims due in those townships under the above arrangement; the bonds to be released to the company as soon as the claims are paid. The remaining portion of the debentures will be handed over by the municipalities as soon as the road is fully completed and trains running. This settlement will aid in bringing about the early running of regular trains and be of advantage to all parties concerned.

(WBW) Boxcar Dumped Into Canal at Newboro Malicious persons have committed a very mean act at Newboro on the Rideau a Canal. A box car was left on a branch track of the B&W which connects the main line with the water. On Tuesday evening the car was pushed into the water. It greatly interferes with navigation at Newboro. The Rideau Belle found considerable difficulty Wednesday in reaching the dock.

Complaint on First Run Editor Reporter: A glowing description of the first grand excursion over the B&W appeared in the Times on the celebrated wool combing occasion. It was headed R.G. Hervey on Deck, and I thought at the time that the heading was suggestive, and subsequent events have proved that my thought was justified. Leaving aside all disregarded promises of payment of wages, what are the facts today? Farms are cut up and the time is not fenced, causing great inconvenience and loss to farmers. The road crossings are almost impassable, and there are other crying grievances which could be mentioned. How long will these things continue? If a private individual were to block up a highway, he would soon hear from the authorities. The writer had occasion to drive from Lyn to New Dublin, by way of Glen Buell encountering four railway crossings, all of which, excepting the one over the Victoria road, are positively dangerous. The one on the side road at Glen Buell is quite impassable, and I was obliged to turn back and go round by the school house corner. Perhaps, when the township is called upon to pay a bill of damages, the authorities will wake up. In the meantime the times is correct; R.G. Hervey is on deck. Sufferer.

26/05/1888 Athens Reporter Westport

Lifting Gang Finishes Farmersville to Delta - Stranded Engine and Boxcar North of Delta Rescued - Lewis, Knowlton & Webster Awarded Contract for Lyn to Brockville - WJ Webster of Westport Awarded Contract for Fences and Telegraph Poles

The prospects for the early completion of the B&W have brightened somewhat during the past few weeks. The lifting gang have the road in passable condition from this village (Farmersville) to Delta, and the engine, tender and boxcar, that stood on the track near R. Kelly's for a couple of months was brought down to the village one day last week. The engine was run out to Delta and some dozen flat cars also brought to this station. The work of lifting the track, cutting off rails, &c, between here and Lyn is slowly progressing and one of the officials told our reporter that it would take between one and two weeks to reach the latter place. Meanwhile report says that Messrs Lewis, Knowlton & Webster have got the contract for completing the road between Lyn and Brockville and a portion of the plant used by this firm in building the section near Newboro went through this place yesterday. Lewis & Knowlton are pushing contractors, and if they are only furnished with funds will soon finish their part of the work. They had the reputation of being the most reliable contractors on the line, always paying promptly as they promised, and we hope that they have got this contract so as to sustain their own reputation and also put a little confidence in the general manager. It is also understood that W.J. Webster of Westport, has the contract of putting up the fences and telegraph poles along the line.

Friday 01/06/1888 Renfrew Mercury Westport

Commercial travellers who have been driven from Brockville to Westport along the line of the Brockville and Westport railway, tell startling stories of the character of the line. "An engine with a car in front and two behind, with goods for Delta, is dead in a lonely section of woods" said a traveller. "The reason it cannot proceed is the horrible condition in which the line is in. The money spent in constructing the road is practically lost because of the slovenly and unworkmanlike way in which it has been done. No allowance was made for expansion and as a result when the warm weather struck the irons they stretched themselves and as a consequence were lifted upwards and outwards and in many places at the ends are raising up to the height of two feet. The ties are clinging to the rails to which they were spiked. The rails now, owing to their warped condition, are unfit for further use. I guess there will be no traffic over the line for a further year."

Friday 08/06/1888 Renfrew Mercury Westport

The bed of the Brockville and Westport Railway has been lifted and straightened and the locomotives, sidetracked for two months, taken to Delta. Contracts have been let for the building of the Lynn and Newboro branches.

Tuesday 12/06/1888 Athens Reporter Westport

Our Railroad (A Poem)

Away down the railroad track we'll go  
And look for the engine long  
and when we have found the old steam horse  
We will sing this joyous song

Oh! it's coming  
It's almost here  
This railroad will be running  
'Bout the close of the year.

We will mount to the top of the tallest trees  
and strain the eye for the coming train,  
And at the first glimpse of the joyful sight,  
Our tears will fall like rain.  
Oh! it's coming...

We will deck our village with bunting bright  
And put on all our holiday wear  
On the day that the first through train is run  
And sing with a will thought the navvies stare.  
Oh! it's coming...

And we'll toast the magnates every one -  
Saunders and Berry and Mooney -  
And the welkin shall ring in our excess of joy,  
Though they should think us looney.  
Oh! it's coming....  
Anon

19/06/1888 Athens Reporter Westport

Track in Running Order Between Lyn and Delta

The B&W railway track has been put in running order between Delta and Lyn. The engine and gravel train reached Lyn on Saturday night. On Sunday afternoon, a train was run back to this place (Farmersville) consisting of three carloads of lumber and shingles, for A. Parish & Sons, and three car loads of barbed wire for fencing the track.

19/06/1888 Athens Reporter Westport

Elbe Mills - Large Gang and Train at Work Levelling Roadbed

A train and a large gang of men have been at work here on the railroad during the past week. Dirt is being hauled from the banks to level the road bed.

Westport - WJ Webster Sends Teams to Grade Between Lyn and Brockville

Westport, Sat. June 16: W.J. Webster has sent a number of teams from here to work at the grading between Lyn and Brockville. His fencing gang will soon have this part of the work done. Mr. Webster is one of the most pushing contractors who has had anything to do with the road. The lifting gang have just reached the station today with their work. They report the road in a passable condition to Farmersville. We expect the lost engine to appear again next week.

Lyn - Lost Engine Returns After Absence of Several Months

Lyn, Sat. June 16: Our village was startled by the peculiar shrill whistle of the B&W engine on its return after an absence of several months. The contractors for the Brockville section have brought on a number of teams and a quantity of plows for the back country and intend pushing the work of construction. Since the return of the engines, Sunday work has recommenced. The total disregard with which the managers treat the wishes of a civilized community who believe that Sabbath desecration never prospers, does not help the credit of the company. It is hoped the new life of the enterprise may be permanent.

**26/06/1888 Athens Reporter Westport**

Italian Laborers Work at Farmersville - Grounds Prepared for Sidings at Delta

Another batch of Italians reached here on Tuesday last, and at once went to work on the railway. During the past week, part of the gang have been preparing the ground for sidings at Delta, and part are scattered along the line leveling up the grading. In a few days, the roadbed will be in a condition to run gravel trains over the entire length of the line.

**28/06/1888 Brockville Recorder Westport**

Construction on Brockville Lyn Section

Messrs. Lewis, Knowlton and Webster who have the contract to build the unfinished section of the BW&SSM between Lyn and Brockville have started teams and men to work.

**28/06/1888 Brockville Recorder Westport**

Construction on Brockville Lyn Section

Messrs Lewis, Knowlton and Webster who have the contract to build the unfinished section of the BW&SSM between Lyn and Brockville have started teams and men to work.

**03/07/1888 Athens Reporter Westport water**

Westport - B&W Train Hasn't Arrived - Station Grounds Deserted and Disordered

June 30: The B&W train has not reached here yet. The station grounds still remain the same disordered place - devoid of beauty or neatness, and strewn with piles of ties, rails, fence posts, etc. The only perceptible improvement is the putting up of a wind mill to lift water into the tank. We are pleased, however, to hear of progress in the work further out on the line and hope that the new life will soon extend to this end.

**03/07/1888 Athens Reporter Westport**

Lumber for Sidewalks Farmersville A car load of excellent lumber for sidewalks arrived here over the B&W on Friday. It was unloaded and drawn to various parts of the town and the work of repairing and building new walks will be pushed forward as rapidly as possible. The lumber was purchased from W.G. Parish.

**03/07/1888 Athens Reporter Westport**

Things Busy at Newboro

Monday 02 July Our railroad is alive again. Gravel trains every thirty minutes.

**03/07/1888 Athens Reporter Westport**

Another batch of Italians reached here on Tuesday and went to work on the railway. They are scattered along the line levelling up the grading. In a few days the roadbed will be in a condition to run gravel trains over the entire length of the line.

**03/07/1888 Athens Reporter Westport**

A B&W Episode -

Tis said that the course of love never did run smoothly and we are of the opinion that a couple of B&W employees think that their.....for their chosen vocation got a bad setback the other evening. Early Thursday morning orders reached here for two of the officials to proceed to Lyn and assist in running a train over the road from that place to.....out towards the end of the line. Using a pumper, they reached Lyn in good time only to learn that the engine was still lying at Brockville.....one, two, and nearly three hours elapsed before the long looked for train arrived in sight. Six o'clock came before it was ready to leave Lyn and when they finally got under way, the speed was necessarily slow, the train being heavy and the road not in the best condition. All went well however, until the crossing at Henry Lee's was reached, Here, the grass had grown to such a height alongside the track that it lay over the ties and rails. As soon as the wheels of the engine met this obstruction, there was a whirl and the train came to a standstill. The train was backed and repeated efforts made to push through. Two long mortal hours were spent in trying to overcome the obstruction but as the water was running low, it was finally decided to return to Lyn and take a fresh start in the morning. Here is where the dilemma of our boys came in. They had arranged to meet their lady loves by the moon's pale light on the shady boulevards of our classic little town; and as the hour for the meeting drew near and they were some ten miles from their store clothes, it was no wonder that they were in a sad predicament. Farmers along the line were interviewed, bribes offered, entreaties made and imprecations indulged in but none were found willing for love or money to waft our two friends on towards the desired haven. Finally, when all other resources failed, they wisely concluded to hoof it to town.

**12/07/1888 Brockville Recorder Westport**

B&W Almost Completed Brockville Recorder

The B&W is almost completed, we expect regular trains in a few days - Westport.

**17/07/1888 Athens Reporter Westport**

Farmersville - Passenger Coach to Be Attached to Thursday Train

S.B. Williams, station master at Farmersville, informs us that a passenger coach will be attached to the B&W train on Thursday, leaving Westport at 7 am and arriving in Athens at 10 am and will arrive in Brockville at 12 noon.

Mr. S.B. Williams, the station agent here informs us that a train on the B&W Railway will leave Westport on Thursday morning next at 7 am calling at all stations along the line, reaching Farmersville about 10 am, arriving in Brockville at 12 noon. Returning, will leave Brockville Friday morning and run through to Westport. On Saturday morning the train will leave Westport at 7 am and take on all the cheese delivered at the stations along the line. A passenger coach will be attached to all trains for the convenience of passengers.

**17/07/1888 Athens Reporter Westport**

Farmersville - Lumber for Sidewalks Arrive - 900 Cheese Boxes Shipped - Delta Station Being Painted

Another carload of lumber for sidewalks came in over the B&W Saturday evening and on Monday was unloaded and drawn to different part of the village (Farmersville). A large gang of men are engaged in putting down new sidewalks and repairing the old ones.

Mr. J.B. Saunders shipped 900 cheese boxes over the B&W to D. Darbyshire, yesterday.

Delta 17 July 1888: Mr. Wm. Webster of Farmersville is painting the B&W station house here.

Delta, 17 July 1888: We have had a daily train on the B&W here this week. We hope it will continue.

**19/07/1888 Brockville Recorder Westport**

Mr. Thomas Rideout Inspects B&W

Mr. Thomas Rideout, government inspector of railways, returned to town last evening after a tour of inspection over the BW&SSM, made with a view of paying over a portion of the government bonus. The road is reported in fair condition.... Some difficulty has been experienced in getting suitable ballast.

**24/07/1888 Athens Reporter Westport**

Contract for Painting Stations Between Westport and Delta Awarded

Newboro: Frank Reynolds of Westport has the contract of painting the stations between Westport and Delta. He begins here with a large force of men this morning.

Newboro Cattle Shipped Two carloads of cattle were shipped by rail from here Saturday last to Montreal by N. Whitmarsh and H. Lang. It now looks as if the B&W might yet be quite a road. Mr. Hervey keeps his yacht here at the disposal of pleasure seekers. Mr. Wm Masee has charge of her.

**26/07/1888 Brockville Recorder Westport**

Regular Trains Now Running from Brockville to Westport

Lyn The B&W are running a train daily over the road, and on Saturday brought in several cars of cattle to be shipped to Montreal. We are pleased that things are getting into shape.

Delta. Mr. Alonzo Allyn spent a few days in Delta...He looks thoroughly thrifty and expresses a good deal of pleasure at a conveyance over the B&W to Brockville.

**Saturday 28/07/1888 Ottawa Free Press Westport**

A prominent railroad man has stated in the city today that Mr. R.G. Harvey of the Brockville and WP railroad has purchased what is known in Smiths Falls as Long Island near Portland. Mr. Harvey will build a grand summer hotel on the island which he thinks will prove a favorite resort in the near future.

**31/07/1888 Athens Reporter Westport**

Regular Trains Now Running from Brockville to Westport

Regular trains are now running over the B&W from Brockville to Westport. The train leaves Westport every morning at 8 am calling at Newboro, Singleton's Corners, Elgin road, Phillipsville and Delta, and reaching Farmersville at 9:45. The run to Lyn is made in about an hour and, if the GTR is clear, the run from thence to Brockville occupies only a few minutes. Returning, the train leaves the GTR station, Brockville, at 2:25, arriving here at about 4 pm and reaching Westport about 7 pm. On Thursday last the train consisted of engine and tender, five freight cars and a passenger coach. There were 42 passengers on the train when it left the station. On Saturday over sixty passengers were on board as the train pulled out of Farmersville and on the return trip the number was about eighty. Yesterday the up train was well patronized by the travelling public and several box cars were filled with freight. For a young road, the traffic over the B&W is already well developed.

**31/07/1888 Brockville Recorder Westport**

Trains now running from Brockville to Westport.

Regular trains are now running over the B&W from Brockville to Westport. The train leaves Westport every morning at 8 a.m. calling at Newboro, Singleton's Corners, Elgin Road, Phillipsville and Delta and reaching Farmersville at 9:45. The run to Lyn is made in about an hour and, if the GTR is clear, the run from thence to Brockville occupies only a few minutes. Returning, the train leaves the GTR station, Brockville, at 2:25, arriving here at about 4 p.m. and reaching Westport about 7 p.m. On Thursday last the train consisted of engine and tender, five freight cars and a passenger coach. On Saturday over sixty passengers were on board as the train pulled out of Farmersville and on the return trip the number was about eighty. Yesterday the up train was well patronized by the travelling public and several boxcars were filled with freight. For a young road, the traffic over the B&W is already well developed.

**Friday 03/08/1888 Ottawa Free Press Westport**

Trains have been running regularly this week on the Brockville and Westport railway, which is some 42 miles in length. The residents along the route are delighted at the sight of the iron horse speeding past their doors daily, farmers wives and daughters deserting their churns and spinning wheels, rush out to their doors and gaze upon the trains. The line is highly spoken of by those who have already travelled over it. The stage line is almost knocked out in consequence.

**07/08/1888 Brockville Recorder Westport**

Timber for trestle over GT shipped from Westport.

A portion of the timber for the trestle work on the B&W over the GTR between Lyn and Brockville passed through here last week. It was manufactured at Fredenberg's Mill, Westport.

**07/08/1888 Athens Reporter Westport**

An Unexpected Trip on the B&W

Farmersville Now that regular runs are being made on the B&W, two local couples were just dying to try this new mode of conveyance, so last Saturday they started out on their own account. The party consisted of our genial young druggist, our cross country jumper, a curly headed school ma'am, and her friend from rural parts down east. Being at the station at the arrival of the 5:10, they entered the passenger coach and Conductor Flagg, with his customary courtesy, proceeded to show them around. "Let's ride a little way" said the school ma'am. So they asked Conductor Flagg if they could ride to the choke cherry tree, a half-mile down the track. The conductor gave a nod which they took to mean yes, and the train started and glided along so swiftly and smoothly that the excursionists took no note of the distance until one of them looked out and noticed they were heading fast toward Delta.

A frantic search of the train for the conductor failed to find him, and the train sped rapidly on. Visions of landing in Delta in disgrace and penniless were crowding around them when their shouts finally roused Bob, who had been enjoying a snooze in the baggage car, and he was persuaded to let them off on the track, much against his will. Forcing their way through a swamp, they struck the highway and meeting a farmer going in the wrong direction, they found they were only four miles from Farmersville. They started to walk down the road, which they followed for a distance of half a mile, when they decided to take to the track again, for easier walking.

And so, weary and footsore, the four trudged along until they saw a fire ahead, and came upon an Italian railroad worker eating his supper, which they found consisted of a big raw potato which he peeled with a two-edged dagger and his dessert was a bunch of choke cherries. As he knew very little English, they plodded on and reached Main Street just as the dark of the evening closed in. Never will they forget their first ride on the B&W.

**07/08/1888 Athens Reporter Westport**

Busy Time at Farmersville Station

Those who were at the station when the train came in on Saturday morning, witnessed a very busy scene. The incoming train consisted of engine, tender, eight freight cars, and one passenger coach. Sixteen teams were counted in the yard at one time, many of which were delivering cheese and hogs for shipment. Another car was added to the train, which steamed out with five cars of cheese, four cars of livestock, and a large number of passengers.

**07/08/1888 Athens Reporter Westport**

Timber for B&W Trestle over GTR Shipped From Westport

A portion of the timber for the trestle work on the B&W over the GTR between Lyn and Brockville passed through here last week. It was manufactured at Fredenberg's mill, Westport.

**09/08/1888 Brockville Recorder Westport**

Contract for Brockville to Lyn Section

Messrs Lewis, Knowlton and Webster who have the contract for constructing that portion of the Brockville and Westport between Brockville and Lyn will begin work on the Brockville end on Monday next. A gang of men have been working on other portion of the contract for some time past....

**09/08/1888 Brockville Recorder Westport**

Contract for Brockville to Lyn section.

Messrs. Lewis, Knowlton and Webster have commenced work on this end of the Lyn section of the BW&SSM Railway and have excavated across Cedar Street. The bridge over the GTR near Lyn is well under way. Telegraphic communications will be opened to Westport in a few days.

**21/08/1888 Athens Reporter Westport**

Unionville (Forthton) Fair and the B&W The running arrangements made by the B&W are very satisfactory. Special excursion trains will be run on the second and third days as follows: Leaving Westport at 8 am, calling at all stations and flag stations, and arriving at Unionville at 10:30 am to start on the return trip at 5 pm. Return tickets will be issued at the following rates: From Westport \$1.20; Newboro \$1.05, Singleton's 85¢, Delta 60¢, Lyndhurst 50¢, Farmersville 30¢. A special train will leave Brockville at 1 pm sharp returning leave Unionville at 5 pm. `Fare for round trip 40¢. Stock and goods of all kinds intended for exhibition will be carried at regular rates and returned free, if not sold. Shutes for loading cattle will be erected at Unionville and at other points along the line.

In order to accommodate exhibitors who wish to send goods per railway the first day, but do not wish to go themselves later, the managers of the fair will receive exhibits so sent and place them in their proper places in the exhibition. Such exhibits may be addressed Superintendent of Fair Grounds, Unionville.

Mr. R.G. Hervey will exhibit (not for competition) several of the animals in his celebrated herd of Jerseys, some of which are worth \$2,000 each.

**23/08/1888 Brockville Recorder Westport**

A Trip on the B&W

Although some parts of the Brockville and Westport Railway track are not ballasted at all, the daily train which leaves Westport in the morning for Brockville and returns in the afternoon make good time.... The people in the back country are delighted to have the cars running.... From Brockville to Lyn the Grand Trunk track is used, including the Lyn branch till the station of the B&W is neared, where a switch leads on to their own line. The stations touched at are Lyn, Unionville, Farmersville, Delta, Elgin Road which also serves Phillippsville, Newboro and Westport and there will be a number of flag stations as well.... When the Brockville extension is finished, the road will be a great source of convenience and comfort.

Farmers Upset For Lack of Cattle Guards

Farmers are up in arms because the B&W railway has not carried out its promises to put up fences at crossings, and also make all crossings passable. There is nothing to keep the farmer's cows from getting on the track and it is impossible to get across the track on many roads. Driving from Lyn to New Dublin by way of Glen Buell, one has to cross four railway crossings which it is nearly impossible to do. One has to walk or scramble ahead, leading the horse while the rig tips and rolls and shudders from bump to bump.

**04/09/1888 Athens Reporter Westport Westport**

Business Very Brisk

Sat. September 1. Business on the B&W at this end is very brisk. Mr. Wardrobe's new bus is generally well filled going to and from the station. The freight train came in after the passenger train on Saturday evening and loaded five cars with timber for the road from Fredenburgh's mill. Mr. N. Whitmarsh shipped another carload of cattle and hogs this week.

**11/09/1888 Athens Reporter Westport Newboro**

One Horse Railroad

An item in a Perth paper last week says our railroad is a one horse one. Give us time, neighbor. Remember your Tay Canal with nary a horse!

**11/09/1888 Athens Reporter Westport**

Stolen Fence Wire At Farmersville \$50 Reward

\$50 Reward - Brockville, Westport and Sault Sate. Marie Railway.

FIFTY Dollars reward will be paid for information which will lead to the conviction of any person connected with the stealing of fence wire from the roadway of this company in the vicinity of the stone road crossing west of Farmersville about the 5th inst. James Mooney, Superintendent.

**Saturday 11/09/1888 Ottawa Citizen Westport wood**

The Brockville and Westport Railway takes eight hours to run about forty miles from Brockville to Newboro. Every time the train goes out it has to stop to take down three fences built across the track, much to the amusement of the American visitors; and every now and then they make the passengers get out and help wood up. Fact - Perth Expositor. Also in Renfrew Mercury 14 September, 1888.

**18/09/1888 Athens Reporter Westport**

Fence Wire Returned

The parties who stole a quantity of fence wire from the track of the B&W about two miles above Farmersville must have got frightened at the prospect of detection. A few nights after the advertisement offering a reward for the apprehension of the thief appeared in the Reporter, a portion of the wire was returned. The officials believe they have a clue that will lead to the detection of the guilty parties but wish to state that, if the balance of the wire is returned, they will overlook the matter. A word to the wise, etc.

**01/10/1888 Athens Reporter Westport Westport**

Fence Used as Fuel; Newboro Farmer Sues

It is said a farmer between Newboro and Westport is suing the railroad for using his rail fence to provide fuel for the train to get it to Westport, after it stalled before it had reached its destination.

William Dier Appointed Stationmaster at Westport Mr. William Dier has been appointed station master at Westport. There were nine applicants. The B&W is doing a rushing business since the fall fairs have commenced.

**02/10/1888 Athens Reporter Westport**

Increasing Traffic - 4 out of 10 Cars With Cattle for New York Market

The traffic on the B&W is increasing all the time. This week ten cars passed down, four of these loaded with cattle for the New York market.

**04/10/1888 Brockville Recorder Westport**

B&W Bridge Work Over GTR

Messrs Lewis & Webster have commenced work on this end of the Lyn section of the BW&SSM railway and have excavated across Cedar street. The bridge over the GTR near Lyn is well under way. Telegraphic communication will be opened to Westport in a few days.

**09/10/1888 Athens Reporter Westport**

Delta does Most Freight Business

Monday 01 October As far as we can learn, our station does the most business in carloads of freight of any on the B&W.

**11/10/1888 Athens Reporterb Westport**

Brockville Freight Shed Nearing Completion

The freight shed for the B&W at the west end is nearly completed.

**Friday 19/10/1888 Renfrew Mercury Westport**

The first run off on the Brockville and Westport railway occurred on Friday near Phillippsville, when a car loaded with cattle left the track and rolled down a steep embankment. Three of the cows were instantly killed and four of the others had to be killed.

**06/11/1888 Athens Reporter Westport**

Telegraph Reaches Westport

The B&W telegraph line reached here this week. It is understood that the line will not be extended further at present.

**08/11/1888 Athens Reporter Westport**

Ballasting Work Reaches Farmersville Brockville Recorder

The work of ballasting the B&W has reached as far as the station at Farmersville.

**Friday 30/11/1888 Renfrew Mercury Westport**

A trestle on the Brockville and Westport Railway fell last week, causing considerable damage. It was propped ready for filling in, and it is supposed that mischievous boys removed the supports and the strain caused a large section to give way.

**04/12/1888 Athens Reporter Westport**

Conductor Flegg Marries Tressa Allen

The popular B&W conductor Bob Flegg was married in New York on Wednesday to Miss Tressa Eva Allen, and took the train the next day for Westport, and passed up the line again on Thursday. They received a great ovation at every station.

**04/12/1888 Athens Reporter Westport**

Name Change - Farmersville to Athens

At the Counties' Council last week, Deputy Reeve Berney presented the petition praying for the incorporation of our village and for the change of name to Athens. The document was signed by 68 freeholders and 61 householders. Mr. Geo Nash's census report was read, showing a present population of 912. The boundaries of the new municipality were shown on a plan drawn by B.J. Saunders, C. E. Exclusive of streets, the territory embraces 480 acres. A by-law giving effect to the prayer of the petition was introduced.

**14/12/1888 Athens Reporter Westport**

B&W Market Train Early last week the back country was placarded with the announcement that on Saturday last, the 21st instant, the Brockville and Westport Railway would carry passengers to Brockville and return for one half fare, and carry all kinds of market truck free, while the town authorities would provide free cartage to and from the train for all goods or merchandise going or coming into town. The Recorder says in Saturday's issue that there were about 200 passengers on the train and 4 carts of produce. The Times puts the number of passengers at 150 but says nothing about the loads of truck for the market. The passenger coach on the B&W will seat 50 and there were not more than 15 persons in the 2nd class car when the train left here.

Regarding the market truck there was one small package (probably 10 lbs) of butter taken on here, and that by a lady who obtained the lot from her daughter for home consumption. About one fourth of the passengers on that train were from this vicinity and 75 would be a good round figure to place the number of passengers at. There was only one lady from Athens who availed herself of the opportunity of half fare and free transportation of goods and from the size of the parcel and the quality of the goods she brought home the total value would not exceed five dollars.

The people of the country are not to be beguiled with any claptrap by the Brockville papers that they can save an awful lot of money by paying even half fare to Brockville to purchase their goods. The merchants of the villages along the line of railway are selling goods at figures that will keep the trade at home, despite all the frantic efforts of the Brockville papers to the contrary.

**22/01/1889 Athens Reporter Westport Westport**

Storm Blows Down Westport Engine House

Westport Saturday Jan 19. The wind storm on the evening of the 9th instant blew down the engine house here and caused a little trouble in getting the old R.G. Hervey to emerge from under the debris. Fortunately, no one was hurt, as the night-watch had just time to make good his escape.

**29/01/1889 Athens Reporter Westport Newboro**

Siding for Newboro

Newboro Monday January 28. The Thompson Bros have a contract taking out rock at the station so as to put in a side track. They are pushing the work.

**07/02/1889 Athens Reporter Westport Lyndhurst**

Lyndhurst Station

Roddick, Green & Copeland have concluded to pay the BW&SSM Rwy. the \$1,000 for a flag station at the crossing. (Note: R.J. Green of Oak Leaf was reeve of Rear of Leeds & Lansdowne Township at that time.)

**14/02/1889 Rideau Record Westport**

Snowfall Slows Down the B&W

The B&SSM are having a hard time in getting trains through on their line. On Thursday morning last the trains left Westport and did not reach Brockville until Friday afternoon. On Saturday afternoon the train with a force of shoeless on board left Brockville on the return trip to Westport but only succeeded in reaching that village on Sunday night. The road was blocked again by Monday storm and the shoeless struck work leaving the train at Farmersville unable to proceed.

Bonus Asked for on B&W Extension

A Deputation wait upon the Attorney General on behalf of the B&W (From Globe of the 6th instant) Immediately after the adjournment of the House last evening, the Attorney General and the other members of the Government made their way to the library, where nearly a hundred representatives of different parts of Ontario were awaiting them in the shape of various deputations.

The first deputation to have a hearing asked from the Government a grant of \$5,000 a mile or as much less as the Government might be pleased to give for the construction of a seventy-five mile section of the Brockville, Westport & Sault Ste Marie railway. That railway is now built from Brockville to Westport and the extension now immediately proposed to be built will carry it to the Palmer Rapids, the head waters of the Madawaska River. Subsequently it will be advanced to Burk's Falls or that vicinity, another hundred miles and there it will connect with the projected line of the Parry Sound Colonization Railway (Canada Atlantic Railway). If the prayer of the deputation of last evening be granted, next session will see another and perhaps a still larger deputation waiting on the Government and urging another bonus to the Palmers Rapids and Burks Falls branch of the road. When these two projected roads join, there is a scheme on foot for the larger, which by that time a pretty important line of railway to take over the smaller and operate it as a branch. Then later on the road might be continued to the Sault.

The deputation which presented the arguments in favor of the Government making a grant to this proposed extension consisted of two divisions, one representing the town of Brockville and the other representing the territory lying west and south of Palmers Rapids. The Brockville Branch included Mr. R.G. Hervey, president of the road; Mr. D. Derbyshire, mayor of the town; Councillors John Sragg and G.T. Fulford (Secretary of the B&W?); Registrar (W.H.) Cole (also of the B&W), J.J. Bell of the Recorder office, and Willis Chipman, C.E. The second branch of the deputation included Messrs G.W. Dawson, Plevna; J.T. Howell and Alex Monroe, Ardoch; G.W. Sweetnam, Vennacher; C. Howarth, Paul Stien and James Lane, Denby; and Wm Inglis, Combermere. Messrs, Cole, Dawson and Hervey were the principal speakers though a considerable number of others were called upon to express their views, and as soon as the deputation had finished Mr. Armstrong, MPP added his support to their representations.... It was left for the worthy Mayor of Brockville to point to the crowning claim of the promoters of the road to Provincial assistance, for it was he who showed how valuable Brockville was to the government and how much it deserved the loan craved in that it gave the Attorney General one of his most valuable colleagues, and, he added amid the blushes of the minister of public works, would continue to do so. The Attorney General who had stood while many others sat and had patiently listened to over two hours of Brockville and Palmer Rapids eloquence complimented the speakers on the clearness and effectiveness with which they had set forth their views, admitted the great regard he had for Brockville, on account of it being the constituency of his able and much respected colleague Mr. Fraser and suggested that if the government decided in favor of the grant asked, and of course he could not at present say whether they would or would not, it would give him very great pleasure indeed to be able to announce it to them. He promised that every consideration should be given to the representations of the deputation.

Snow Cleared at Athens

A large force of men have been shoveling out the snow drifts on the B&W during the past five or six days. On Sunday night a heavy freight train arrived here from Lyn. The line was this morning clear of snow from Westport to a point three miles west of Athens and it is expected that regular trains will be running again tomorrow.

GTR Terminates agreement with B&W.

The Brockville Recorder says .. the BW&SSM has been notified by the GTR that relations existing between the two roads ceased from Monday. This means virtually a blockade of the BW&SSM which had running powers over the GTR from Lyn to Brockville in consideration of the former crossing the latter by an overhead bridge.

GTR Terminates Relations With B&W

Considerable interest was aroused in town Tuesday when it was learned that the Brockville and Westport management had been notified by the Grand Trunk that the relations existing between the two roads ceased from Monday. This means virtually a blockade of the B&W which has had running powers over the GTR from Lyn to Brockville in consideration of the former crossing the latter by an overhead bridge. It is true the time fixed for the completion of the B&W's line to Brockville expired some time ago, but it is thought that the present action of the Grand Trunk is due to the fact that the B&W have recently made an agreement with the CPR for the use of their western branch from the junction to the river, and this move is probably made to checkmate a movement by which the GTR may think the CPR is getting to some extent control of the B&W. In the meantime if the GTR hold to the position they have taken, traffic over the B&W must cease until their road is completed into town. This will take but a very short time as the grading is all completed and only about three miles of track require to be laid to have the B&W trains run into town on their own line.

GTR Terminates Agreement With B&W

The Brockville Recorder says....The BW&SSM had been notified by the GTR that relations existing between the two roads ceased from Monday. This means virtually a blockade of the BW&SSM which had running powers over the GTR from Lyn to Brockville in consideration of the former crossing the latter by an overhead bridge.

Trains Reach Newboro Again Newboro

The first train over the B&W for several weeks, arrived here Saturday evening. The train contained eight freight cars.

Snow Blockade Cleared - GTR Refuses Running Rights

The snow blockade on the B&W which was raised on Sunday of last week was followed by a further blockade by the GTR refusing the B&W to pass over their line from Lyn to Brockville until a settlement was effected of the large account due them. Manager Hervey came down with the Spot Cash and was able to secure a further lease of running powers over the GTR until such time as the B&W track shall be laid on the two miles yet unfinished. Traffic was resumed on the road on Saturday last and regular trains are now running over the road on schedule time. Contractor Knowlton of Newboro passed down yesterday to make arrangements for putting down the rails on the two miles yet unfinished.

Bonus for B&W Extension

The Ontario government has decided to grant a bonus of \$3,000 per mile to assist in the extension of the BW&SSM from Westport to Palmers Rapids.

GTR and B&W Difficulties Resolved

An arrangement has been made whereby the difficulties between the Grand Trunk and the Brockville & Westport Railways are now practically settled. A train was run out to Farmersville yesterday evening and a regular schedule will likely be followed. The road is now said to be open from end to end.

**21/03/1889 Rideau Record Westport Brockville**

GTR and B&W Difficulties Resolved

The Brockville Recorder says: an arrangement has been made whereby the difficulties between the GTR and BW&SSM are settled. The road is said to be now open from end to end.

**26/03/1889 Athens Reporter Westport Phillipville**

Voting on Railway Bonus in Phillippsville Phillippsville Railroad meeting this week in the hall. We expect that the bonus will carry. Some of the wealthy tax payers are uncharitable enough to say that only those who have 50 cents to \$1 taxes to pay will vote for the bonus. We are of opinion that those large landholders are just as able to pay their taxes as those of smaller capital, but it hurts them worse to pay the RR tax than it does the poor man.

**30/04/1889 Athens Reporter Westport**

Spring Runoff Washes out B&W near Lyn The run off on the B&W near this place on Wednesday, might possibly have been saved by the employment of a few more section hands. A stitch in time saves nine.

**30/04/1889 Athens Reporter Westport**

Elgin Folk Plan Excursion

The people of Elgin and vicinity are making arrangements to run an excursion over the B&W to Brockville on the 24th of May. The trip may possibly be extended to the Thousand Islands. Full particulars will shortly be given by pastor and through the columns of the Reporter.

**07/05/1889 Athens Reporter Westport**

Ballasting of Track; News Agent; Potash Deposits

The twenty mile extension of the B&W west of Westport will pass through a portion of the country rich in phosphate deposits. The B&W has a full-fledged news agent who supplies the daily papers. The Reporter will be for sale on the train hereafter, commencing with tonight.

The work of ballasting the B&W is progressing rapidly. A large force of men, including about twenty Italians are working at the gravel pit and in the lifting gangs.

**14/05/1889 Athens Reporter Westport**

New Bell for the R.G. Hervey

The "R.G. Hervey", as one of the B&W engines is called, has a new bell, replacing the old one, which, with cracked voice, used to emit a discordant warning to the unwary. The new bell is a dandy.

**06/06/1889 Brockville Recorder Westport**

Trestle Over GTR Now Open

The regular express from Westport on the Brockville & Westport ran over the long trestle just above town on Monday (03 June 1889), being the first passenger train which has been brought over the work... and the train after crossing landed its passengers at the head of Church Street. At this place, a temporary station has been built and is being connected with the telephone exchange today. The long and vexatious delays in reaching Lyn over the Grand Trunk is happily now at an end as the trains will arrive and depart from Church Street hereafter.

**18/06/1889 Athens Reporter Westport Elbe Mills**

Cheese Shipped From Elbe Mills

Fifty boxes of cheese were shipped from our factory by B&W R on the 8th instant and 65 on the 15th.

**25/06/1889 Athens Reporter Westport**

Hervey Visits Westport

Westport, Saturday June 22. Manager Hervey, of the B&W, with a party of pleasure seekers, spent a few days here last week, enjoying the scenery of our lakes.

We expect an excursion over the B&W on Dominion Day.

Athens: The B&W will run a half-fare excursion to Brockville on Dominion Day.

The B&W train going west leaves Brockville at 4:15 pm, half an hour later than formerly. This change is a great convenience to the travelling public.

**23/07/1889 Athens Reporter Westport Delta**

100 Carloads of Stone From Delta

Contractor Knowlton of Delta is supplying a hundred carloads of building stone to a Montreal firm. The stone is quarried on Mr. Knowlton's farm, near Singleton's Corners.

**08/08/1889 Brockville Recorder Westport**

Interest in American Capitalists

Our reporter had an interview with Mr. C.B. McMichael, the solicitor of a large firm of American capitalists who has been here in connection with the interest of his company in the BW&SSM Railway. We were informed by him that his company are now so satisfied with the ultimate success of the road that they have decided to advance the necessary funds to complete the road to Westport and properly equip it. Mr. McMichael has been out over the line and expressed himself as agreeable surprised at the possibilities of traffic and said he wondered at the large traffic done now, when there was considered the bad condition of part of the road a the want of proper equipment. A railroad that could be beaten by a good lively team could not expect to do a very heavy business. The ballasting would be done just as soon as money could to do it, as it was extremely desirable that the trip from Brockville to Westport should be made inside of two hours, and the sooner this was made possible the better. As many men as could be worked advantageously would be put on at once. Mr. McMichael thinks that on the extension of this road to Palmer Rapids it will be a very important and profitable line, and he also expressed himself as surprised that, considering the great importance of the line to Brockville, the town should have got off with such a small bonus. He said it was proposed to erect a handsome station building in Brockville, which the corporation would be asked to exempt from taxation. It was also proposed to extend the line as far as Sharbot Lake on the road to Palmer Rapids as soon as possible, and Brockville would be asked to assist the enterprise to some extent.

Mr. McMichael thinks that the tourist traffic of the B&W is bound, in the near future to be very large and that the erection of the Angler's Inn by Mr. Hervey will be a big help to it. He spent a couple of days on Rideau Lake and was so pleased with that charming body of water that before leaving he closed a contract with Mr. J.D. Warwick for a cottage on Long Island, to be ready for him by August 22nd when he expects to return with his family.

## Plans for the Church Street Station

The plans and specifications for the new station house which the Brockville and Westport Railway Co purpose erecting at their Church street terminus, are ready for the inspection of contractors and will probably be placed in some of their hands within the next few days. Our citizens will be pleased to learn that Mr Hervey has decided to erect a building which will be in keeping with the headquarters of the road, and that due care has been exercised in having the plans call for not only a conveniently arranged structure but an ornate one as well. The plans, which have been ready for some time and were offered for our inspection at the company's off ice in the Comstock block today, show a very handsome building. It is wholly of wood, 38 feet in width and with a total length on Church street of 64 feet. On the ground floor is situated the main waiting room 26x38 feet with ladies toilet room 1x12 and a wash room 5x7; the agents room 12x18 with a brick vault of 5x7; the baggage room 15x25 and the freight room 22x29. All these latter rooms are west of the waiting room while the entrance to the staircase leading to the upper flat is situated in the northwest corner of the building. The upper flat is divided into six offices for the staff. Two of them are 13x15, two 19x15, one 16x15 and one 30x15. Besides there is also a ticket storeroom 11x7, a vault 5x7 and a washroom, the offices being separated by a six foot hall running east and west the whole length of the building. The third storey which is intended for the use of the caretaker and family will be divided into three apartments about 12 fee square. The basement on which the work of excavation commenced today will be seven feet in depth and fitted specially for coal storage and the reception of the heating furnaces. There will be no plaster whatever used in the building walls, ceilings, and in fact the whole interior to be constructed of native woods and finished in oil.

28/11/1889 *Brockville Recorder* *Westport*

Will the B&amp;W be Sold to the GTR or CPR?

What is up - Is the Road to be Sold, and if so will it be GTR or CPR?

One day last week the Recorder called attention to a trip over the B&W Railway of Engineer Hollingshead and Road Master McGovern of the Grand Trunk, and the idea was suggested that it might have something to do with the prospective purchase of the road by the GTR. Friday President Van Horne of the CPR arrived here in his private car, which was hauled by a special engine over the west end extension of the CPR to the B&W yard at the end of Church street, after inspecting which the special train returned to the union station and immediately left town. Our reporter interviewed Manager Hervey about the matter Saturday morning, but he was dumb as an oyster, simply saying he did not have to sell, though he did not say he would not if a sufficient price were paid.

These facts with the reported discovery of coal on the line of the extension of the B&W indicate that there is something in the wind in which Brockville is deeply interested. It looks to us as though the road was likely to be sold to one or the other of the big corporations. Which one is likely to get it we do not know but think the interest of the town would be best served if it were to become the property of the Grand Trunk. The B&W has been of great commercial importance to Brockville and the town is deeply interested in its future.

Thursday 12/12/1889 *Ottawa Free Press* *Westport*

Mr. R.G. Hervey, contractor and manager, and Mr. W.B. Smellie, chief engineer of the Brockville, Westport and Sault Ste. Marie railway are in town on business with the department of railways. Mr. Hervey says that the contract for the extension of the line from Westport to Palma (sic) Rapids on the Madawaska, a distance of 80 miles, will be let in a few weeks. The route has been surveyed and the plans are now being deposited with the department. The road will cross the C.P.R. near Sharbot Lake. The officers of the road have had communication with the Canada Atlantic company, with reference to the extension of the latter road, as originally contemplated by Governor Smith, to a point near Westport, to connect with the Brockville and Westport. This would give Ottawa a direct interest in that line. Being asked as to the truth of the rumor that this road would be leased to the Grand Trunk. Mr. Hervey said that no such proposals, had actually been made, although the subject had been spoken of in an indefinite way. If any lease at all were made they would rather join with the C.P.R. with which road their relations were extremely friendly. Within the last six months they had exchanged about 2,100 tons of freight with the C.P.R. which went to Montreal via Smiths Falls. He thought the exchange with the Grand Trunk for the same time would not amount to half that much.

31/12/1889 *Athens Reporter* *Westport*

B&amp;W Carries 200 Passengers

A Brockville paper credits the B&W market train with having carried 200 passengers to that town. This is a clear case of inspiration on the part of the reporter. Such inspiration may now be legally purchased in these united counties.

05/01/1890 *Athens Reporter* *Westport*

Close Call for Dr Preston

In boarding the B&W last week, Dr Preston of Newboro had a close call. The train was in motion when he seized the guard rail, and the momentum of the train was greater than he thought and he missed the steps, and swung between the cars. However he managed to hang on the rail, and after being dragged nearly a mile, he managed to secure foot on the platform.

14/01/1890 *Athens Reporter* *Westport*

Windstorm Hits B&amp;W

The B&W suffered considerably from Monday's wind storm. On leaving Lyn for the west, the passenger train butted against a large tree which had fallen square across the track. The snowplow attached to the engine was wrecked and the smokestack damaged, but the engine remained on the rails. At Westport it was found that the engine house had toppled over so as to prevent the train from passing and it had to be hauled out of the way by the engine. The windmills along the line of railway were all wrecked. The one at this station (Athens) still stands, but every fan is broken.

21/01/1890 *Athens Reporter* *Westport*

Windstorm Hits B&amp;W at Westport

Westport Saturday January 18 The storm which swept over here on Monday last is said by the old inhabitants to be the most violent they have ever witnessed. The engine house and windmill at the B&W station were scattered across the track and several barns in the neighborhood are requiring new roofs as a result of the hurricane.

04/02/1890 *Athens Reporter* *Westport*

Lyn Saw Mill Progressing Rapidly

The new saw mill and wooden ware factory is progressing rapidly. The roof is on, debris removed, floor laid, and a portion of the Eyre line of R.R. graded..

14/02/1890 *Perth Courier* *Westport*

B&amp;W Likely to Lease out its Line

Kingston January 22 - The BW&SSM will probably lease its line, and the indications are that the CPR will take it with a connection at Sharbot Lake and a bridge across the St Lawrence at Brockville. A very short route to New York would thus be secured.

13/03/1890 *Athens Reporter* *Westport*

Rear of Yonge Pays on Debenture

The annual amount paid by the Township of Rear of Yonge including Athens village, is \$1,205 to the B&W. and Sault Ste Marie Ry debenture.

**25/03/1890 Athens Reporter Westport**

Bonus from Twp of South Sherbrooke

The Brockville & Westport Railway Company is asking a bonus of \$5,000 from the township of South Sherbrooke.

Charles Osler, PLS (Public Land Surveyor), who has been in the vicinity of Morton surveying in the interests of the Kingston & Smiths Falls railway, returned to the city this morning. He states that it will be impossible to connect Morton with the railway without a large expenditure of money. He thinks that the road will have to go through the village of Lyndhurst.

**Friday 28/03/1890 Renfrew Mercury Westport**

R.G. Hervey, manager of the Brockville & Westport Railway, who went to England, has cabled that the completed portion of the road from Westport to Brockville is about to be sold, and he further intimates that the uncompleted portion will also be disposed of at an early date.

**04/04/1890 Athens Reporter Westport**

R.P. Mitchell, Contractor, Dies R.P. Mitchell, well-known to all as the railway contractor on the Brockville and Westport Railway died at Brockville on April 4.

**15/04/1890 Athens Reporter Westport**

New Timetable A new timetable for the B&W has been issued, taking effect on the 17th instant. Train will arrive at 8:31 am and 6:24 pm (at Athens).

**01/05/1890 Brockville Recorder Westport**

Cole and Hervey Report on Their Trip to London

...Cole W.H. Cole...While in London, Mr. Hervey and himself had frequent conferences with the proprietors of the New York, Ontario & Western Railway, and the English board as a result had instructed the president of the road to push the line on to the St Lawrence as soon as the building of the bridge was assured. He thought the bridge would also prove important to the BW&SSMR and would hasten the construction of that road through to the Soo. In connection with promoting this scheme Mr. Hervey and himself had done what they could; had borne considerable expense, and he thought that the council should now make an appropriation to cover the further necessary preliminary outlays.

**20/05/1890 Athens Reporter Westport**

B&W Asks Westport for \$10,000 Bonus for Extension

At a meeting of the Council on Thursday night, Messrs Hervey and Cole informed that august body that they were desirous of obtaining about \$10,000 more of the wealth of our township for the purpose of extending the railway. After some discussion, the council decided to pass a by-law for the purpose of giving the people a chance to show their generosity, on condition that the gentlemen interested in the railway put up the necessary gold dust to pay expenses. This Mr. Hervey promptly did, and now the ratepayers will have another chance of showing their riches, both in generosity and wisdom. (The by-law was subsequently defeated by a margin of 100 votes.)

**24/06/1890 Athens Reporter Westport Westport**

Westport Defeats By-Law of \$10,000 for Extension to Sharbot Lake

Saturday June 21. The By-law for the granting of another bonus of \$10,000 to extend the B&W railway to Sharbot Lake was defeated here on Tuesday by a majority of over 100. No doubt the electors of North Crosby will be very grateful for the amount of railway gas from Newboro which exploded in favor of Mr. Hervey on election day. All are now looking anxiously for the fulfillment of the threats made by some earnest supporters of the railway, in the way of tearing up rails etc, and running the line from Singleton's Corners. These stories remind us of a comparison made between Edward I of England and Llewellyn, Prince of Wales. However, in this case North Crosby, not Llewellyn had the cherry tart and by a sweeping majority she expressed her determination to keep it in spite of all kindly advice given to her by certain gentlemen from Newboro as to the manner in which she should expend her wealth.

**24/06/1890 Athens Reporter Westport**

Objections to Sunday Excursions

The poster advertising the Sunday excursion issued by the B&W was somewhat fakirish. In inviting the general public to visit Athens, the bill dilated upon the attractions of the village, including in its list Lakes Charleston and Eloida and the Witch of Plum Hollow. Prominent citizens of Brockville objected to the wording of the bill and to the running of an excursion train on Sunday. Manager Hervey promised that no train would be run on Sunday in future except in case of dire necessity.

**01/07/1890 Athens Reporter Westport**

James Smith's Hand Badly Smashed

Last Wednesday morning James Smith, employed as a brakeman on the B&W had his hand badly smashed while coupling cars at this station. The first and second fingers were taken off and as he had already lost his thumb and most of the little finger in a previous accident, he is left in bad way. A very liberal purse was collected by S.B. Williams and Horace Brown and the cheese salesman contributed \$15, and on Saturday the Orangemen collected \$150.

**29/07/1890 Athens Reporter Westport**

Business Increasing - Second Train Business on the B&W is increasing.

On Saturday last it was found necessary to make a second trip to Athens from Brockville in order to convey all the freight to town.

**Friday 12/09/1890 Renfrew Mercury Westport**

A by-law granting \$7,500 to the B. & W. R.R. will be submitted in North Crosby, if the railway company will pay the expenses if it is defeated.

**16/09/1890 Athens Reporter Westport Westport**

Bonus Still Topic of Conversation in Westport

Saturday Sept 6 Still the interest in the railroad bonus seems to boom, and reports are rife and varied concerning Mr. Hervey's plans to run his road by another route and leave us in the shade. Thank Providence for the abundance of water connection with the outside world, the absence of which, in case these rumors should prove true, would place us in a dangerous predicament.

**18/09/1890 Brockville Recorder Westport**

Hervey to Sudbury with Van Horne

Manager Hervey has just returned from a trip over the CPR to Sudbury in company with President Van Horne, Hon J. Haggart and other officials and was interviewed by our reporter in reference to the railway matters here. Mr. Hervey expressed himself as delighted with his trip and says that since observing the immense traffic in minerals over the CPR from Sudbury he is more than ever convinced of the certainty of a good paying traffic for the B&W, the Canadian Soo line. He informed us that arrangements for the extension of his line were now practically completed though when asked when work would be commenced would not say definitely further than work would be resumed on Church street station this week, which would be finished as fast as the work could be pushed. Mr. Hervey is loud in his praises of the CPR system which he pronounces by far the best equipped and best managed transcontinental road on the continent. Their new sleeping cars are pronounced the best in existence and are fitted with electric lights, large bathroom and every convenience to be found in a first-class hotel, while the system of track inspection is perfect. Mr. Hervey and Col. Cole, President of the B&W RR go to Perth where they meet the Board of Trade and town council in reference to the proposed route of the B&W through that town to Palmer Rapids.

**01/10/1890 Athens Reporter Westport**

Branch Line to Lyndhurst

The BW and SSM RR Co's engineer has gone over the ground between this place and the main line of their road and gives a favourable account for a branch line to this place. The people want it and the company offer to build it if the people will buy the right-of-way and pay surveying expenses. This the people say they will do.

**23/10/1890 Brockville Recorder Westport Westport**

It is expected that the first storey of the new B&W station on Church street will be completed and ready for occupancy in the course of a couple of weeks... The street committee has been asked to lay a new sidewalk in the vicinity....

**14/11/1890 Perth Courier Westport**

Meeting with Perth Council

A meeting of representatives of municipalities interested in the extension of the Brockville and Westport railway by way of Perth to Sault Ste Marie took place in the Council Chamber, Perth on Wednesday evening last. Perth interests were looked after by the railway committee of the Board of Trade, and the Village of Lanark sent a number of delegates to join in the consideration of any scheme proposed that might affect that village. Besides the Perth committee the following parties from other places were present:

- Athens - Messrs W.G. Parish, reeve, and Thomas Berney, deputy-reeve
- Kitley - Messrs Thomas Beecher and Samuel Edgar
- South Elmsley - Mr. Dooher, reeve.
- North Elmsley - Mr. Robert Smith, Reeve
- Lanark Village - Mr. W.C. Caldwell MPP, Mr. John MacLean reeve, Rev Jas Wilson, Messrs T.B. Caldwell, Robert Robertson and Thos Baird.
- Mr. R.G. Hervey president of the B&W Railway Co was also present.

Mr. Wm Meighen, President of the Perth Board of Trade occupied the chair, and Mr. W.B. Hart, Secretary of the Board was present in that capacity.

At the request of the chairman, Mr. Hervey addressed the meeting in explanation of the present scheme and its requirements. The route via Westport to Palmer Rapids on the Madawaska or Sault, was found so difficult that the company, which was not a rich one, had to abandon it. Two routes were open; one by way of Newboro and Maberly, which was found to be very good, and the other by way of Perth which was actually the shortest from Brockville, though coming that way would involve abandoning that part of the line already built to Westport, or using it only as a branch. but if the municipalities between Athens and Perth granted bonuses equal to the extra cost, say \$100,000, he could go before the capitalists in the States supplying the money, and recommend this rout which no doubt would satisfy them. He could not promise that any less would be entertained. He assured them that he was not playing off one route against another but was simply wishing to put the new departure, if made on a proper financial basis. The aim of the railway company was to strike into the iron and other mines to the Northwest and the timber limits in that direction so as to find a permanent and local route all along. A bonus of \$3,000 a mile was promised by the Ontario Government beyond the point of crossing the CPR, whether at Maberly or Perth, and a good Dominion bonus was expected also. The road so far cost had cost \$1,100,000 and though the company had to struggle hard to give it a footing it was now on a good paying basis and of great benefit to Brockville and all places along the route to Westport. After other remarks and information, Mr. Hervey retired to allow the delegates to come to an understanding among themselves.

The meeting was decidedly of opinion that the sum asked for, \$100,000, was more than could be raised by way of bonuses in the municipalities interested and finally passed the following resolution, which ordered to be submitted to Mr. Hervey and the board at Brockville:

Moved by Mr. Elliot, seconded by Mr. Matheson, That this meeting, representing the municipalities of the town of Perth, the townships of North Elmsley, South Elmsley, Kitley, and the village of Athens is of opinion that the said municipalities should grant by way of bonus to the B&W Sault Ste Railway Co the sum of \$50,000 in the following amounts and proportions: Town of Perth \$25,000; North Elmsley \$3,000; South Elmsley \$4,000; Kitley \$15,000; Athens \$3,000; and that the bonus from Perth of \$15,000 be paid when the road is completed from Athens to Perth, and \$10,000 when completed to the Kingston & Pembroke Railway. The meeting then adjourned.

**18/11/1890 Athens Reporter Westport**

Last week the would be assassin who works on the line of the Brockville & Westport Railway resumed operation after a long period of cessation of his murderous attempts. It does appear strange that repeated efforts to throw a railway train off the track can be made in a thickly settled community of civilized human beings without some one being able to furnish evidence which will lead to the conviction of the miscreant who is guilty of these murderous attempts. The respectable people living along the line of Railway between Newboro and Westport ought, for the safety of themselves as well as of others, to get rid of the party who places obstructions on the track. Too evidently there is room for a vacancy of one or more somewhere in that neighborhood.

**18/11/1890 Athens Reporter Westport**

An obstruction was placed on the B&W track between Westport and Newboro on Saturday night but was discovered before the train came along. Strenuous efforts ought to be.... who did the act to justice.

**20/01/1891 Athens Reporter Westport**

The B&W Rwy. train have experienced no difficulty in making regular trips so far this winter.

**17/02/1891 Athens Reporter Westport**

On Tuesday late the B&W train was unable to get through owing to the quantity of ice on the track. A gang of men were put on with pick and shovel and succeeded in getting the train through as far as Athens that night. They were until 4pm on Wednesday getting to Brockville but the return trip was made on time and trains have ran regularly since.

**03/03/1891 Athens Reporter Westport**

Railway Bridge Over Elbe Mills Pond Lifted by Ice

On Wednesday morning last a portion of the railway bridge over the mill pond here was raised nearly a foot by the ice and the train had to return to Athens.

The B&W train was stopped at the trestle bridge spanning the mill pond at Elbe Mills on Wednesday last. The timbers were frozen into the ice and when the freshet of the day before broke up the ice, it carried it out of line. The section gang were sent down and succeeded in breaking up the ice so as to allow the timbers to settle back to their places. The train was taken over in sections the next day and the bridge is now reported all right and regular traffic has been resumed.

**24/03/1891 Athens Reporter Westport**

On Friday night the B&W train ran off the track at Athens station. It was caused by the icy condition of the rails. The engine was broken and the train delayed until a special engine was brought from Brockville. On Saturday about 9 o'clock am it started for Westport, and made a return trip to Brockville the same day. There were quite a number of passengers on board at the time of the accident, but no one was hurt.

**31/03/1891 Athens Reporter Westport Lyn**

Lyn Monday 30 March The B&W RR have a freight car detached at the gravel pit bridge in a rather awkward position. The cost of these runs off would have been saved perhaps by a little labor spent in putting the track in order.

**21/04/1891 Athens Reporter Westport**

J.H. Whelan is now station master at Westport.

**Tuesday 28/04/1891 Athens Reporter Westport Lyn**

The express car on the B&W jumped the track on Saturday near the gravel pit, Lyn. The car was shoved to one side and the train proceeded, after about an hours detention.

**26/06/1891 Perth Courier Westport**

The control of the BW&SSM has passed into the hands of an investment company in Philadelphia, which had heavy financial interest in it. S. Hunt, Cincinnati, Manager of the Cincinnati and North Western Railway has been appointed general manager. R.G. Hervey still continues as president. The new management is said to be willing to proceed with extension of the road to Palmer's Rapids.

June 25, 1891 Control of B&W Passes to Philadelphia Investment Company Weekly British Whig - The control of the Brockville, Westport and Sault Ste. Marie Railway has passed into the hands of an investment company in Philadelphia which had a heavy financial interest in it. S. Hunt, Cincinnati, manager of the Cincinnati and North Western Railway has been appointed general manager. R. J. Hervey still continues as president. The new management is said to be willing to proceed with the extension of the road to Palmer's Rapids.

**08/09/1891 Athens Reporter Westport**

The B&W train can now travel from Westport to Brockville in exactly one hour and 49 minutes. This is considered very good time for a new road.

**01/07/1892 Athens Reporter Westport**

Electrical Storm Burns Newboro Station

A severe electrical storm passed over here last night, leaving much damage in its wake. The home of John Freeman in Athens was struck, ripping the cornice off, the current passing down the drain-pipe into the cistern, where it was grounded. All the solder was melted off the drain-pipe. The B&W station at Newboro was struck and burned to the ground. A lot of express and freight was lost in the fire. The heavens were lit up with an almost continuous blaze of light, and the thunder peals were terrific. Several trees were struck, some stock killed, and a large barn near Brockville was burned, owners name as yet unknown.

**Thursday 25/08/1892 Brockville Recorder Westport Newboro**

Preparations are being pushed rapidly ahead for the erection of a much more handsome station than the old one destroyed by lightning two weeks ago. Having every confidence in the officials of the road, and realizing the great amount of push, energy and perseverance of its very able manager, Mr. R.G. Hervey, we are satisfied the new one will be an honor to the village and a credit to the B.W. & S.S.M. R.R.

**Thursday 25/08/1892 Brockville Recorder Westport Phillippsville**

Kenny & Lillie's dental car is here with Mr. Kenny as operator ready to empty and fill all the mouths in the vicinity.

**Thursday 22/09/1892 Brockville Recorder Westport Lyn**

Charles Clow, a section hand on the B. & W. railway, sustained fatal injuries at Lyn Wednesday. He was returning from work when the handcar on which he rode jumped the track throwing him off. A second hand car which was following too close to stop and Clow, as he lay ion the track was struck on the head. Upon examination by Dr. Judson, it was found that his spine had sustained such injuries as to paralyze his entire body. The poor sufferer lingered in great agony until two o'clock next morning when death put an end to his suffering. Deceased was a son of Archibald Clow and leaves a wife and several children.

**Friday 07/10/1892 Renfrew Mercury Westport Newboro**

A Cornwall lady whose valise was stored in the Newboro station at the time it was struck by lightning and burned, has been awarded \$98.30 for loss sustained. The award is highly creditable to the liberality if the company, as they were not legally liable, the loss being due to an "act of God."

**13/10/1892 Brockville Recorder Westport**

Warden Avery, Sharbot Lake, says the BW&SSM had an engineer surveying the road from Westport back to Maberly, Sharbot Lake and up north, last week with a view of extending the road.

**Thursday 20/10/1892 Brockville Recorder Westport Newboro**

The contract for the new B. & W. station at Newboro has not yet been let. The tenders submitted were way above the company's estimate. Only one Brockville tender was received. As the company offer to transport material and labor free we do not see why Brockville builders could not so the work cheaply. Supt. Mooney says he is still willing to receive offers for the work.

**Thursday 23/12/1892 Brockville Recorder Westport Newboro**

Another attempt is said to have been made last week near Newboro to wreck the B. & W. express. A plank was laid across the track but no damage resulted.

**Thursday 29/12/1892 Brockville Recorder Westport Newboro**

The new B. & W. station at Newboro is fast nearing completion and is said to be the handsomest on the line.

**24/02/1893 Brockville Recorder Westport**

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looks as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels. (Branchline).

**25/02/1893 Brockville Recorder Westport**

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looked as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels.(Branchline).

**Thursday 02/03/1893 Brockville Recorder Westport**

Several men working in the cuts on the B. & W. have suffered from snow blindness. They were so badly blinded they had to be lead home.

**Thursday 25/05/1893 Brockville Recorder Westport Brockville**

B. & W. R.R.

On Tuesday May 30th a bus will be put on by the Clifton House, carrying passengers both ways between the B. & W. station and the Clifton House. Meals 25c. and if found not satisfactory, money will be refunded. The house has all modern conveniences. Be sure and ask for the Clifton House bus for a trial trip and I will guarantee to make you comfortable.

Antoine Wendling, Proprietor.

**Thursday 08/06/1893 Brockville Recorder Westport**

New ties are being placed at many sections of the B. & W. Railway.

**Thursday 08/06/1893 Brockville Recorder Westport Athens**

Athens - A B. & W. special passed through here on Wednesday having on board a number of G.T.R. officials, who, rumor says, were looking over the road preparatory to buying it.

**Thursday 17/06/1893 Brockville Recorder Westport Delta**

As the B. & W. train was approaching Delta on Friday last from the north, a long, lank hound was seen in front of the engine, giving the cowcatcher his dust. The hound continued to "get there" till a bridge was reached, when the cowcatcher tenderly fired him off the track. So tenderly was it done that no damage was done to the dog, save cutting off a portion of his elongated tail.

**Thursday 27/07/1893 Brockville Recorder Westport Athens**

Athens - Archbishop Cleary, of Kingston, passed through here on Friday in a special car, attached to the regular B. & W. express.

**Friday 18/08/1893 Renfrew Mercury Westport Athens**

Athens can boast of a citizen who lives within fifteen rods of the track of the B. & W. who has not rode a mile of any railroad in 29 years, and has not been in Brockville in eight years. The citizen referred to is in excellent health all these years, and concluded to break the record by taking in the Foresters' excursion to Brockville and Ogdensburg today, Tuesday. - Reporter.

**01/09/1893 Athens Reporter Westport**

The Reeve of Athens has given the schools and merchants a half holiday to attend Unionville Fair. The B&W is running a special excursion train - four trips daily - round trip from Athens only 40 cents for adults, children free.

**Thursday 16/11/1893 Brockville Recorder Westport Athens**

The B. & W. management are doing an excellent job of filling in the low ground around the station, which will be appreciated by the travelling public. The work is under the supervision of roadmaster Stenson, and when finished the mud hole will be a thing of the past.

**Thursday 22/02/1894 Brockville Recorder Westport Westport**

A petition largely signed by the citizens of Westport will be sent to the postmaster general asking that the mail between here and that village be carried by the Brockville & Westport train instead of by stage. The train service between here and Westport is now excellent, and not a day has passed this winter that the train has been unable to get through, and it does seem that the petition should have some weight. A petition is also being circulated in the interest of the stage people.

**Thursday 01/03/1894 Brockville Recorder Westport**

All the businessmen favor the petition being circulated asking for the government to have the mails carried over the B. & W. railway.

**Thursday 15/03/1894 Brockville Recorder Westport Brockville**

The west end creek indulged in the usual spring tear Tuesday afternoon and as a result there were more or less trouble this mooring down in the vicinity of the outlet at the river. During the night the ice made out on the creek bed in huge blocks and lodging in rear of the gas house, formed a blockage which caused a bad flood. A new channel was formed down the bed of the C.P.R. extension, but even this was insufficient to carry off the surplus water and considerable land was flooded between that point and the B. & W. station. About 10.30 this forenoon the jam at the gas works was broken, but it formed again near Beecher's dock and again the water backed up. Dynamite was used at various places along the creek and eventually the pressure was relieved.

**Thursday 29/06/1894 Brockville Recorder Westport Brockville**

An excursion over the B. & W. Friday morning under the direction of the Elgin Sabbath school brought in about 250 people, arriving by the regular express on schedule time. The excursionists were carried over the extension track to the new C.P.R. slip, where they boarded the steamer Haggart for Union Park. They returned home at 3.50 this afternoon after having spent a most enjoyable outing.

**Thursday 13/07/1894 Brockville Recorder Westport**

Annual meeting of B.W. & S.S.M. shareholders.

Directors - sets out in full

James G. Leiper, Philadelphia, president.

Col. W.H. Cole, Brockville, vice-president.

Samuel Hunt, Cincinnati, general manager.

James Mooney, Brockville, treasurer, superintendent and G.F.A.

E.A. Geiger, Brockville, secretary, G.P.A. and traffic auditor.

Account of annual directors' picnic.

**Tuesday 11/09/1894 Ottawa Free Press Westport Brockville**

The Brockville, Westport and Sault Ste. Marie railway train was seized this morning by the deputy sheriff on his arrival at 11 o'clock. The execution is to satisfy a claim of Cooper, Fairman & Co. of Montreal, for steel used in the construction of the road.

**18/09/1894 Athens Reporter Westport**

The B and W Railway train was seized on Monday morning to satisfy a claim by Cooper Fairman & Co. of Montreal for steel used in the construction of the railroad, which was never paid for. Supt. Mooney and Conductor Flegg still hold their same positions and it is not thought the seizure will affect passengers or service.

**Friday 21/09/1894 Renfrew Mercury Westport**

The Brockville, Westport & Sault Ste. Marie railway train was seized on Monday morning by the deputy sheriff on its arrival at Brockville at eleven o'clock. The execution was to satisfy a claim of Cooper, Fairman & Co., of Montreal, for steel used in the construction of the road.

**Friday 21/09/1894 Brockville Recorder Westport Athens**

The B. & W. on Thursday evening was forced to make a second trip between Athens and Forthton to accommodate the large number of excursionists who went by train to the fair.

**Friday 05/10/1894 Brockville Recorder Westport Athens**

A rumor was current among the high school students on Thursday that the B. & W. train was seized and sold at Brockville. It caused quite a panic to those attending from the surrounding country, so much so that several wrote home to their parents to be sure and drive in on Friday for them, while it is said that one hastened to the telegraph office and had a despatch sent. But all fears were dispelled when the familiar rumble and whistle were heard as usual that evening.

**Friday 30/11/1894 Brockville Recorder Westport Lyn**

Quite a serious accident occurred Friday afternoon to the B. & W. express while leaving Lyn on the outward trip. About a mile and a half the other side of the village, a simple minded and slow going bovine was encountered on the track, the collision being disastrous to both the cow and train. The former was killed instantly and remained on the track but all of the train didn't as the engine and tender were knocked off and the freight car displaced. It took about three hours to get things in shape again and the train proceeded on its way after taking the boxcar back to Lyn and leaving it there.

**Friday 21/12/1894 Brockville Recorder Westport**

Superintendent Mooney, of the B. & W. Railway caused the issuance of posters Thursday offering a reward of \$100 for information that would lead to the arrest and conviction of the party or parties who recently placed obstructions on the track of that road. It appears that on two different occasions, or to be more exact, Dec 5th and 13th, the engineer of the outgoing express observed at one place a pile of stones and at another a lot of crossing planks laid upon the track evidently with the intention of causing a wreck. The one discovered last night was particularly dangerous but was discovered mainly through the fact that owing to previous attempts of a similar nature the train is run slowly through that section. The obstructions were found in both instances at Bell's crossing between Newboro and Westport and adjoining the lands of Oliver McNally and Thos. Lynett. It certainly seems strange that in a supposedly respectable community there resides any person, who to injure a real or fancied enemy, would endanger the lives of innocent fellow beings, but there seems to be such an one, and both Newboro and Westport should make every effort to bring him down

**Friday 08/02/1895 Brockville Recorder Westport Lyn**

Mr. M.B. Black has the contract for this year for carrying the mails from Lyn post office to the G.T.R. When are we to secure the luxury of a mail off the B. & W. railway? A strong petition to the Postmaster General might have some influence about this time.

**Friday 19/04/1895 Brockville Recorder Westport**

Last week a number of small boys, while out on a sap hunting expedition above town, reached the B. & W. Railway tracks just as the outgoing express came along. They were armed with catapults and at once proceeded to assault the train. One stone crashed through a window in the passenger car, and as this is a very serious offence, the perpetrators were looked up. A son of William McNish was arrested and in police court Tuesday morning was found guilty and let go under suspended sentence, his father furnishing \$50 bail.

**03/07/1895 Athens Reporter Westport**

(In Retrospect) About 400 excursionists had come in along the line of the B&W. Rwy, 250 of them boarding the steamer Island Belle for the Celebration at Ogdensburg.

**01/12/1895 Athens Reporter Westport Newboro**

It is a good thing the Newboro station is nailed down, or it might be carried off by rats. A farmer left a bag of grain in the station overnight, and the next day it was found that rats had gnawed the bag all to pieces and nearly all the grain was gone, or on the floor.

**Friday 06/12/1895 Renfrew Mercury Westport**

As the Brockville and Westport train was approaching the Crosby Swamp one evening last week, the engine driver saw a man on the track waving a lantern. The train was brought to a standstill, and it was found that the man with the lantern was a farmer whose action on stopping the train averted a wreck which would almost certainly have involved loss of life. He had found across the track an elm tree about two feet and a half in diameter, which had been blown down by yesterday's high wind. The tree lay across the track in a dark place.

**Friday 13/12/1895 Brockville Recorder Westport Westport**

Friend Bywater of the Westport Mirror, has once more earned his right to the title of a hustler in issuing a Christmas number, crowded full of good things regarding the business of the B. & W. Railway and the adjoining country. It is supplied with sufficient pictures to please anyone, is printed on fine paper, and is altogether an excellent number.

**Friday 03/01/1896 Brockville Recorder Westport**

F. Medcalf of Morton commenced his duties as mail clerk on the Brockville and Westport R.R. on Jan. 1st. He has been in training on the K. & P. in recent weeks.

An important event in the history of the Brockville and Westport Railway occurred yesterday, namely the inauguration of government mail service over the line. It was made the occasion of quite a demonstration not only with the railway people, but with the citizens of most of the villages along the road. The train which left Westport at the regular hour in the morning was decorated with flags, and even the iron horse, alive to the situation, seemed to put on more or less airs. At any rate it pulled the train along at a lively rate and on rolling into the depot here was welcomed by more than the usual number of citizens. Whether or not the business men along the line wished to celebrate the occasion by contributing to the grist, we have no means of ascertaining but at all events a big mail was carried, and it was in the post office here by 11 o'clock instead of at three under the old system. The new mail car was under the personal supervision of Post office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton as clerk. To a Recorder reporter Inspector Macarow said that everything moved smoothly, that Supt. Mooney had not only complied with all of his requirements, and did it in a particularly pleasant way, but had expressed himself ready to meet any suggested further improvements. This was pleasing, he said, in view of the fact that the Department had always been greatly satisfied with the stage service performed by the Copeland Bros., and no change would have been made but for the appeal of the people along the way. The inspector further said that judging from the business already done, another clerk would probably have to be added to the present service.

**Wednesday 08/01/1896 Ottawa Journal Westport**

An important event in the history of the Brockville & Westport Railway occurred last Thursday, namely the inaugural of a government mail service over the line. The new mail car was under the personal supervision of Post Office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton, as clerk. - Kingston News.

**Friday 17/01/1896 Brockville Recorder Westport Brockville**

It is expected that within a few days another engine will be added to the equipment of the B. & W. Railway. It will be known as No. 2 and is now in the B. & W. shops undergoing a thorough overhauling under the supervision of Mr. Hugh Wilkinson, locomotive superintendent. This is the engine which was in bond here for some time and which in August last, at a sale by the customs authorities, was purchased by the Grand Trunk and subsequently fitted up. It has just been repurchased by the B. & W. and after two or three trial runs over the road will be placed on the express train.

**18/03/1896 Athens Reporter Westport**

A railway train left here for Westport. It did not return until March 27 owing to heavy snowfall.

**Wednesday 25/03/1896 Brockville Recorder Westport**

Evidence is not wanting to lead to the conclusion that the results of the storm of Thursday last on the Brockville and Westport Railway are by far the worst which that road has yet encountered since it was built. The whole line is said to be one long tunnel, open only at such points as the various shovelling gangs, working since Saturday, have been able to pass over. The train sent from this end has reached Washburns between Athens and Delta, but the one sent to Westport did not reach Newboro, six miles, until last night and when last heard from was slowly working its (sic) this way. There is little chance of a train being in today.

**Friday 12/06/1896 Brockville Recorder Westport**

A lady who is old enough to be married and who is said to belong to Lyndhurst, took her first ride on a railway train on Monday and made her first visit to the county town. She liked the town alright but said the B. & W. made her sick. She left this afternoon by the Grand Trunk on a visit to friends at Coteau.

**17/06/1896 Athens Reporter Westport**

Warner Phelps is station agent at Elgin and is shipping 100,000 brick to Westport to build a grand Presbyterian Church there. He is also shipping a large amount of cheese. Mr. Phelps has won the reputation of being a most obliging and clever young man.

**Friday 23/10/1896 Brockville Recorder Westport Lyn**

The B. & W. Railway have twelve men employed in taking out ballast from their pit here and placing it on the road near Seeley's.

**Friday 01/01/1897 Brockville Recorder Westport**

Superintendent Moody of the B. & W. Railway, as usual this year, saw that all the employees of the road were provided with turkeys for Christmas. It is perhaps needless to say that this thoughtfulness and generosity is much appreciated by the employees.

**Wednesday 13/01/1897 Athens Reporter Westport Soperton**

A neat station has been built on the B&W at Soperton, and the train now stops here twice daily.

**Friday 12/02/1897 Brockville Recorder Westport**

So far this season not a single snow blockade has existed along the B. & W. railway. During the summer, all places which gave the most trouble last winter were fenced with ties arranged in such a manner that a most effectual snow barrier was formed.

**Friday 02/04/1897 Brockville Recorder Westport Newboro**

An iron bridge made in Peterboro and intended to replace the wooden structure over the Rideau Canal at Newboro, was taken out there this week by the B. & W. railway. It was in sections, and exclusive of the planking, filled a car.

**Friday 07/05/1897 Brockville Recorder Westport**

The people along the line of the B. & W. are to have another express service, the Canadian Express Company having opened offices at Westport, Newboro, Elgin, Delta and Athens. Mr. George Severs, the inspector, accompanied by Mr. Fred Bates, the company's agent here, went out placing the offices, which are now ready for business.

**12/07/1897 Athens Reporter Westport**

Orangemen's Excursion to Athens

The B&W brought members of Orange lodges to Athens from the west including those from Westport, Bedford Mills, Portland, Elgin, Lyndhurst, Ellisville and Harlem to join other lodges in a huge parade.

**Friday 23/07/1897 Brockville Recorder Westport**

Account of the annual meeting of the B.W. & S.S.M.

A special train was run over the Brockville & Westport Railway on Monday, having on board Mr. James G. Leiper of Philadelphia, Pa., president of the company, Mr. Reid A. Williams, also of Philadelphia, one of the leading shareholders on the road, Mrs. Leiper and the Misses. Leiper. Superintendent Mooney was in charge of the party. They ran out to Westport and on the return stopped off at Charleston. A despatch received that afternoon says that the run from Brockville to Westport was made in one hour and thirty-two minutes, with two stops en route. And Superintendent Mooney says they did not go fast at that.

**Friday 10/09/1897 Brockville Recorder Westport**

Last week's special train over the B. & W. Railway brought into town 1,608 boxes of cheese. During the week 1,961 boxes of cheese came in over the road, most of them for cold storage.

**Friday 23/11/1897 Brockville Recorder Westport**

The B. & W. Railway Company with the financial companies who have loaned money on the road, have entered in the High Court at Ottawa a statement of defence to the claims recently made by certain creditors and upon which executions were issued and the road seized by Sheriff Smart. If not arranged, the case will be heard at the winter assizes in Ottawa.

**Friday 31/12/1897 Brockville Recorder Westport**

As usual this year all the employees along the line of the B. & W. Railway got either a turkey or a goose at Christmas as a gift from Superintendent Mooney. Mr. W.C. Fredenburg of Westport made a Christmas gift to the B. & W. Railway in the shape of two very handsome seats which have been placed in the waiting room at that village. The gift has been suitable acknowledged by Supt. Mooney.

**13/05/1898 Athens Reporter Westport**

Superintendent Mooney will run a Friday cheese train over the B&W Railway this year as usual.

**30/07/1898 Athens Reporter Westport**

Fire on Long Trestle - Noticed by James Cumming (ER) While out to his home at Lyn yesterday on the Grand Trunk train, James Cumming noticed that one of the supports of the long trestle of the B&W Railway was on fire. On his arrival at Lyn he telephoned the head office here and men were sent out at once, with the result that the fire was put out before any damage had been done. The blaze is supposed to have been caused by a spark from an engine.

**07/04/1899 Athens Reporter Westport**

B&W Map Guide Published

Mr. E.A. Geiger of the B&W Railway has just completed arrangements for the issuance of a map guide which shows in a very clear and concise way the route of the road and also the various avenues by which a canoe or rowboat trip may be made over the Rideau chain of lakes. The map was drawn by Mr. Fred French, and after being reduced, will be used by Mr. Geiger in advertising the railway and the unequalled fishing and hunting advantages of the vicinity.

**08/07/1899 Athens Reporter Westport**

About 3,100 boxes of cheese were brought in here yesterday over the B&W and shipped to Montreal.

**29/09/1899 Brockville Recorder Westport**

Mr. Robert Hervey seeks to Recover Possession of the B&W. Says the conditions under which it was handed over have not been complied with - No trouble to raise capital to extend the line (From Friday's daily)

A rumor was current on the streets today that a somewhat interesting lawsuit was likely to come up at the next sitting of the court of chancery for these united counties. It was stated that Mr. Robert Hervey, a former well known resident of this town, was about to enter an action against the Philadelphia Investment Company, to recover possession of the Brockville, Westport & Sault Ste Marie Railway, of which he was the chief promoter. A Recorder representative called on Mr. Hervey and elicited the following facts in connection with the case. Mr. Hervey admits that he is considering the advisability of entering an action against this company to compel them to fulfill the terms of their original agreement. It seems that when this company took the road back it was expressly understood that it was to be put through to Sault Ste Marie, and the road was to be fully equipped with first class rolling stock and to have a good train service. These conditions have not been fulfilled and Mr. Hervey thinks that the company are not entitled to hold the road under the circumstances. He also states that if the court should decide the matter in his favor, that no difficulty would be experienced in procuring the necessary capital to put the road through to the points it was originally intended it should reach. More of this case will likely be heard of in a few days.

**24/05/1900 Athens Reporter Westport**

It was reported that the B&W cheese train brought in 1,549 boxes of cheese on Friday.

**25/09/1900 Athens Reporter Westport Soperton**

Early Monday morning the B&W work train ran over a horse belonging to Wesley Davis. Both legs were broken and the animal had to be killed.

**14/11/1900 Athens Reporter Westport**

Runaway Cars at Chantry Between Athens and Soperton (ER) What might have been a very serious affair happened on the train coming from town. Some miserable fellow had the gall to pull the pin out and uncouple the train between Athens and Soperton. The rear cars ran nearly four miles separated from the train. Had the engine held up during that time, there would doubtless have been a serious smash. The same thing happened again before reaching Delta. Such fellows should be looked after.

**17/11/1900 Athens Reporter Westport**

The B&W train brought in 1,501 boxes of cheese the previous day.

**24/11/1900 Athens Reporter Westport**

A number of students attending the Athens High School had been misbehaving and annoying passengers on the B&W Railway trains, it was reported. They were destroying property and in consequence E.A. Geiger, General Passenger Agent ordered their commutation tickets taken up, and they thereafter be required to pay full fare or give a guarantee of good behaviour.

**01/03/1901 Brockville Recorder Westport**

Col. W.H. Cole is now receiver of the BW&SSM Railway

**01/06/1901 Athens Reporter Westport**

The B&W cheese train brought in 2,410 boxes of cheese yesterday.

**08/06/1901 Athens Reporter Westport**

The B&W cheese train brought in 3,020 cheese yesterday.

**11/06/1901 Athens Reporter Westport**

A public meeting of the Liberals of Brockville Riding will be held at Neilson's Grove, Lyn Station, Thursday, June 13. Addresses will be delivered by Hon G.W. Ross, Premier of Ontario, Andrew Pattulo, MPP, North Oxford, Geo. P. Graham, MPP. Chair will be taken at 2pm. Everybody in the Grand Old Riding of Brockville is invited to attend.

Special arrangements have been made with the B&W Railway, on which line return tickets will be sold at single first class fare for round trip from all stations. Parties purchasing tickets to Lyn Junction will have the privilege of using the same tickets on regular train to come as far as Brockville, returning to Lyn Junction on the special train, leaving Brockville at 1:30 pm; returning will leave Lyn Junction at 5pm. Fare from Brockville for round trip 15 cents.

The regular afternoon B&W train leaving Brockville at 4pm will be held at Lyn Junction till 4:50 pm. Parties from the vicinity of Gananoque, Lansdowne and Mallorytown are advised to take the regular GTR express arriving at Lyn at 2:29 pm. The GTR mixed will leave Lyn at 5:15 pm.

The steamer Victoria will carry passengers from Gananoque and intermediate points to Brockville, and returning will leave Mathen's Wharf at 5:25 and the upper CPR pier at 5:30 after the arrival of the B&W special from Lyn.

The 41st Regiment Band will furnish music for the occasion. J.A. Mackenzie, President, M.C. Franklin, Secretary. "God Save the King".

**14/06/1901 Westport Mirror Westport**

The car overhauled and furnished by W.C. Fredenberg and painted by Mr. G.F. Reynolds makes a fine addition to the rolling stock of the B&W Railway. Mr. E.A. Geiger, Superintendent, was out on Friday inspecting it and was well pleased with the alterations. The engine No. 2 that was lately come down to Carleton Place being fitted out with air brakes etc. has been again put on the railway. Over \$1,000 in repairs have been spent on her.

**24/06/1901 Athens Reporter Westport**

E.A. Geiger, Superintendent of the Brockville and Westport Railway returned Saturday night from Pennsylvania where he purchased a first class coach for use on that line. The new coach will be here in a few days and will likely be used for the first time on Dominion Day.

**01/07/1901 Athens Reporter Westport**

A commodious railway station has been built at Forfar, and the lumber is on the ground to build one at Seeley's Crossing.

**06/07/1901 Athens Reporter Westport**

The cheese train brought in 3,094 boxes of cheese yesterday.

**15/07/1901 Athens Reporter Westport Elgin**

The annual Brockville and Westport Railway excursion under the auspices of the Elgin Methodist Church to St. Lawrence river points takes place on Thursday July 25th. Excursionists will have the choice on reaching Brockville of taking either the Steamer Brockville up the river to Alexandria Bay or other points or down the river to Ogdensburg on the Steamer Victoria.

**15/07/1901 Athens Reporter Westport**

The B&W will run a special excursion for the evening performance of the kilties band concert on Wednesday, leaving Westport at 5 pm. The regular morning train will bring in a large number in addition to the special.

**02/11/1901 Athens Reporter Westport**

The B&W cheese train brought in 1,942 boxes of cheese yesterday.

**09/11/1901 Athens Reporter Westport**

The B&W cheese train brought in 2,368 boxes of cheese yesterday.

**12/11/1901 Athens Reporter Westport Delta**

The first accident on the B&W Railway that has befallen an employee, attended by fatal results occurred this morning at Delta when James R. Smith, baggageman on the regular train and who also held the position of spare conductor was instantly killed.

The deceased resided in Brockville and left here yesterday on the afternoon train in the capacity of baggageman. He was returning this morning, in the same capacity, the train being in charge of Conductor Flegg and Engineer Graham. The had orders to bring in two cars of stock which were on the siding just east of Delta station. Smith uncoupled the engine from the main part of the train. After it had pulled ahead, he threw the switch for the siding. The engine was backed in and the unfortunate man made the coupling, attaching the locomotive to an empty box car, which was coupled to one of the stock cars. He then gave a signal to the engineer to go ahead, and when last seen alive was walking on the strip of land between the siding and the main line and whether the victim of the accident attempted to board the train and fell or slipped while walking quickly is not known but the latter is supposition by those who were present when the accident occurred.

At any rate, he fell head foremost between the first car of stock and the empty box car so that his body lay directly across the rails. The two stock cars passed over him cutting him in two and also amputating the right leg. Death was instantaneous. The body was picked up and brought on here where it was handed over to Sheridan & Buchanan.

Coroner Jackson was notified but after hearing the facts of the case, decided that it was an accident, and an investigation unnecessary.

The late James R. Smith was born in the township of Elizabethtown, in the vicinity of Greenbush, forty-seven years ago. He had been in the employ of the B&W since that road has been in operation. He had worked his way up until he had attained the position of conductor. Some years ago, while coupling cars at Athens, he lost three fingers and a portion of the right hand. He was a capable and obliging employee, was very popular with the patrons of the road, all of whom will deeply regret his death. The deceased leaves two daughters to mourn his loss. His wife died but a year ago. It is needless to say that the sympathy of the entire community goes out to them in their sad bereavement. The deceased conductor resided at the corner of Abbott and Maple streets. He was a member of the COF and IOOF. In politics he was a Conservative.

**23/12/1901 Athens Reporter Westport**

James Mooney, retired general superintendent of the Brockville and Westport Railway died today. He was born in Prescott 65 years ago. He came to Brockville in 1887 and accepted the position of superintendent of construction on the Brockville and Westport Railway, and it is in connection with that corporation that he is best known. On the completion of the road in 1888, Mr. Mooney became general superintendent, holding the position till February last, when, owing to ill health, he was obliged to resign. While in the employ of the B&W he practically built up the road, and helped make it a paying concern as well as established many of the regulations now governing it.

James Mooney Dead (ER) The above caption will carry deep regret in Brockville and in fact anywhere that the genial James Mooney was known for he was the possessor of a disposition which made him a very entertaining companion and was welcome in any society in which he cared to move. In late years impaired hearing perhaps gave many the opinion that he was somewhat eccentric but beneath his brusque manner there were those hospitable characters inherent in the Celtic race which go a long way in making the world better for the sojourn in it of such men as James Mooney. He was a familiar figure on the streets of Brockville for the past fourteen years and was a general favourite at all times, having the respect of all who knew him. He will be greatly missed for his venerable appearance and rich amount of humour always ensured him a hearty welcome in all circles.

The late James Mooney was a son of Patrick Mooney, pioneer resident of Prescott. He was born in that town sixty-five years ago and spent the greater part of his life there. He was a man of more than ordinary ability took a deep interest in the welfare of his native place and with well known energy which marked the later years of his life was involved in many movements for the betterment of the Fort Town. In this connection might be mentioned the Prescott Fair of which he was for many years a director and was mainly instrumental in placing it on a sound financial basis.

He was also in the contracting business and for a long time supplied fuel and timber to the old St Lawrence and Ottawa railroad. Afterwards he went south during the American war, and was for over twenty years a dealer in tobacco representing White Bros, one of the largest firms in the United States. He came to Brockville in 1887 and accepted a position as superintendent of construction on the Brockville and Westport Railway and it is in this connection with that corporation that he is best known. Upon the completion of the road in 1888 Mr. Mooney became general superintendent, holding that position until February last when, owing to ill health, he was obliged to resign. He had also held the positions of treasurer of the company, receiver, general freight agent, and at the time of his death was the general passenger agent. While in the employ of the B &W he practically built up the road and helped make it a paying concern as well as established many of the regulations now governing it.

The deceased was never married. He had three brothers now all dead.

His illness dates back several years, but it was only in the past year that it assumed an acute form and he spent most of the time at St. Vincent de Paul Hospital where he passed away this morning at 5:30. Death was due to paralysis.

The funeral will take place Thursday morning from the hospital to St Francis Xavier church. The remains will be interred at the new Catholic cemetery.

**20/01/1902 Athens Reporter Westport**

The Brockville, Westport and Sault Ste Marie Railway was sold at auction here to a New York syndicate for \$160,000.

**25/04/1902 Brockville Recorder Westport**

In the Divisional Court, Osgoode Hall, Toronto, on Friday: Knickerbocker Trust Co of New York vs Brockville, Westport and Sault Ste Marie R.W. Co. Judgement (L) on appeal by Hervey, a creditor, from order of Ferguson, J. affirming order of Master at Brockville. Held, that the appeal should be allowed and the matter referred back to the Master to take the accounts and make the inquiries directed by the judgment, the 11th paragraph of which is certainly wide enough to cover the claims of the persons who are creditors in respect of the bonds of the railway company, as well as those of persons who have merely advanced money upon its bonds as pledges of them. The enquiry thus directed is necessary in order that the position of the company may be ascertained. Its position is not ascertained merely by stating that bonds are outstanding to a fixed amount, unless that amount correctly represents the amounts for which the bonds are held. It was stated at bar, and not disputed, that the bonds have been issued to parties as security for debts less than the face value of the bonds so issued, but the Master has refused to take evidence of the true amount of the debt, and in so doing has erred. And the fact that further directions are reserved is no reason not doing so. W.E. Raney and J.A. Hutcheson (Brockville) for Hervey. J.H. Moss for plaintiffs (Knickerbocker)

**04/07/1902 Brockville Recorder Westport**

In the single court, Osgoode Hall, Toronto on Wednesday before Justice McMahon, Knickerbocker Trst Co of New York vs Brockville, Westport & Sault Ste Marie Ry co. Walter Barisch? K.C. for plaintiffs moved for judgment on further directions pursuant to the reports of the Master at Brockville of 18th February and 2nd June 1902 and fixing a time for redemption of the property in question by the encumbrances thereon as found by the report, and directing that in default of redemption there shall be a sale of the property, and giving directions as to the disposal of the proceeds of such sale, and for costs. C.A. Moss for defendants, W.E. Raney for creditors. Judgement for plaintiffs as prayed. A day two months hence fixed for redemption. Upon redemption property to be released. In default of redemption, property to be sold and proceeds to be applied first in payment of plaintiffs cost of action, second on payment of the costs of the other parties and the balance in payment of the claims as found by the Master.

**08/07/1902 Athens Reporter Westport**

The annual meeting of the shareholders of the Brockville Westport and Sault Ste Marie Railway Company, was held today. Shareholders present; The Investment Company of Philadelphia, W. H. Cole, proxy; Col. W. H. Cole, D. Derbyshire, G.H. Weatherhead, W. C. Fredenberg, R.C. Murphy, and R. Bowie.

The minutes of the previous meeting were read and approved. The receiver read his report of the receipts and expenditures for the year ending January 1, 1902, showing a steady increase over the earnings of the railway. On motion of Robert Bowie seconded by R.G. Murphy, the report was received and adopted

The chairman, W.H. Cole, vice-president appointed Messrs R. Bowie and W.C. Fredenberg scrutineers of the ballot. The ballot for the election of directors was opened at 12 o'clock and closed at 1 pm. The scrutineers reported that the following gentlemen had received a majority of the votes cast, namely: Evans R. Dick, Philadelphia; W.H. Cole, Brockville Ontario; Samuel Hunt, Detroit Mich.; R. Bowie, G.H. Weatherhead, D. Derbyshire, D.W. Downey, Brockville, Ontario; W.C. Fredenberg, Westport Ontario; R.G. Murphy, Elgin, Ontario; J. Andrews Jr., Philadelphia Penna.; E.A. Geiger, Brockville, Ontario; and the chairman declared them duly elected directors for the ensuing year.

It was moved by G.H. Weatherhead, seconded by D. Derbyshire that the meeting adjourn until Wednesday September 3rd, 1902. Carried. E.A. Geiger, Secretary. July 8, 1902.

**02/08/1902 Brockville Recorder Westport Westport**

Yesterday, E.A. Geiger, superintendent of the BW&SSM let the contract for the brick work of the proposed new engine house here to W.E. White. The building will be 68 feet long and will be 42 feet wide at one end and 52½ feet at the other end. There will also be erected a repair shop at the east end of the engine shed. The new building will have a capacity for three engines.

**26/08/1902 Athens Reporter Westport Westport**

Knox Church, Westport will run an excursion on the B&W and Steamer Brockville to Ogdensburg Fair on September 4th. D.G.Ripley was in town today completing the arrangements.

**17/10/1902 Brockville Recorder Westport**

A Railway Case - In Which the B&W Was Interested - Nearly a Half Million Dollars Involved. (Before Judge McDonald, In Chambers) High Court

The matter of the Knickerbocker Trust Co of Philadelphia vs the Brockville, Westport & Sault Ste Marie Railway, the application of the bondholders to have the advertisement of sale of the railway settled, came up for hearing, and C.N. Armstrong, railway manager of Montreal, asked to intervene, claiming that in May 1895, he accepted an offer of the Investment Company of Philadelphia, one of the plaintiffs for the purchase of their interests in the bonds, etc, in the railway, and at a subsequent meeting of the directors, a resolution was passed, ratifying his purchase and a sale to him of all their interests in the railway, and that he subsequently tendered the purchase money, which they refused, and he told them that he would hold them to their agreement. Mr Armstrong explains that owing to the affairs of the railway being in the hands of a receiver, he did not deem it essential to at once take proceedings to enforce the agreement, and shortly afterwards went to England, where he remained, the greater part of four years, since which he has resided in Montreal, and was in no wise aware of the proceedings which have been taken in connection with the proposed sale of the railway, first learning of it on Saturday, October 11th.

The case was enlarged till November 3rd. W.S. Buell, for plaintiffs; Hutcheson & Fisher, for Cooper, Fairman & Co and other creditors; M.M. Brown for C.N. Armstrong.

The amount involved is about \$400,000

Syndicate Organized in New York to Purchase the Road. Full Particulars as to How it is to be Financed, etc if the Syndicate Secure it. One Tuesday 20th instant (20 January) the Brockville and Westport Railway is to be put up for sale at public auction and the event is attracting the attention of New York capitalists, as will be seen by the following advertisement which appeared in last Saturday's New York Herald:

Reorganization syndicate of the Brockville, Westport & Sault Ste Marie Railroad (Holm & Smith, counsel), temporary offices room 90, World Building, New York.

John Gerken, president Hudson County Consumers Brewing Company.

Clarence P. King, president Washington, Alexandria and Mount Vernon R.R. ad president Pottsville Union Traction Co.

Henry W. Gennerich, president United National Bank of New York.

Christopher F. Bode, director of the Consumers' Brewing Company of New York, Limited.

Henry Von Minden, president United Wine and Trading Co.

W.F. Hencken, treasurer of the American Exchange Cigar Co.

Gustav Schock, millwright

Val Schmitt, president Federal Brewing Co, Brooklyn

Chas. F. Holm of Holm & Smith, Attorneys

William Volk, director of United National Bank, New York

Diedrich W. Rohde, treasurer of Fairlawn Cemetery Company

D. Werfelmann, merchant

Fred W. Salzsieder, treasurer Consumers Brewing Co, Brooklyn

Wm Von Twistern, secretary Hudson County Consumers' Brewing Co

George Herbener, of Sauer, Gross & Herbener, builders

Benj. Fox, broker

The above railroad will be sold by the court at a receivers sale on Jan 20 1903 at 3pm in Brockville in pursuance of a judgment of foreclosure of a first mortgage of \$1,125,000. The Knickerbocker Trust Company, of New York is the plaintiff in the suit, being trustee under the mortgage, and this suit has been pending five years.

The Brockville Westport and Sault Ste Marie Railroad is forty-five miles in length. Built in 1892 and operated since then from Brockville to Westport, Canada. Brockville, the county seat of Leeds County, Ontario, is on the St Lawrence River at the end of the Thousand Islands and is a fine town, having electric lights, gas, sewers and all modern improvements, and is only ten hours from New York, 365 miles. And all the villages along the route of this railroad are prosperous, the county being one of the most productive in Ontario.

The railroad is standard gauge, in good running order and condition, and although in the hands of a receiver for five years, has been increasing in receipts each year. The road connects with the Canadian Pacific at Brockville and with the Grand Trunk at Lyn at grade, cars being interchangeable, also by ferry boat with the New York Central at Morrystown, NY.

The railroad was bonded for \$1,125,000 and capitalized for \$1,125,000 000 (\$2,250,000 in all) but under the foreclosure the road will be delivered to the highest bidder free and clear and all bonds, stocks, judgements and claims will be wiped out completely.

In the last two years the receiver has built a new brick engine house, bought one extra locomotive, two passenger coaches, rebuilt the long trestle at cost of some \$8000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all those expenses and paying all bills promptly, has a good balance left on hand.

A syndicate consisting of the above has been formed for the purpose of buying this road at public auction on January 20th 1903 and if they obtain the road they will reorganize the company on the following basis for the purpose of running the road and extending the same.

The new organization will own the entire railroad, all its real estate, rolling stock, franchises, rights, etc. and will bond the road for \$1,000,000 at four percent with capital of \$1,000,000 of which one-half will be six percent preferred stock, and the other half common stock.

Of the bonds only \$500,000 will be sold, the rest will remain in the treasury. The bonds actually issued, therefore, will be less than half of the former issue though the road has been running for ten years and has had the advantages of increased population and larger rolling stock and many improvements. The bond issue therefore is about \$10, 000 per mile whereas bond issues of railroads are usually from \$30,000 to \$70,000 per mile.

The syndicate now controls almost all of the \$1,125,000 of old bonds under which the foreclosure is taking place and at the date of the sale on January 20th 1903 will be in a better position than any other person can be to buy the road. The notices of sale which appear in the New York Evening Post on Wednesdays and Saturdays and in four other papers in Canada says that the receiver will accept payment of bonds in lieu of cash.

The syndicate invites subscriptions to its certificates because the money required is more than the syndicate feels able to handle. These certificates are held at \$1,000 each and are numbered from 1 to 500. No more will be issued. The total received will \$500,000 and the money will be sufficient to not only acquire the railroad complete and free and clear, but will leave cash in the treasury to arrange for surveys and extensions and buy new rolling stock sufficient for all present needs.

The entire issue of 500 certificates has been underwritten by the syndicate and part of these are offered for sale at \$1,000 for each certificate. The certificates can be transferred by endorsing the same as stock certificates. On reorganization, the holder of each one of these certificates will receive for the \$1,000 paid one \$1,000 first mortgage 4% Gold Bond (ten years), five shares (\$500) of non-cumulative preferred stock and five (\$500) shares of common stock besides privileges hereafter as the road is extended.

The syndicate is acquainted with all the facts regarding the railroad having fully investigated the same and the bonds are in every way a first class investment. In case the syndicate is outbid at the sale, every certificate holder will make an immediate cash profit by having money paid in return with added profit.

Address for further particulars, or interview, or subscribe for certificates with any of the above. Twenty-five percent is payable on subscriptions and the balance as called for.

Holm & Smith, acting for Syndicate, Room 90, World Building N.Y.

The Favorite Line Knocked Down at \$160,000. The Reorganization Syndicate of Yew York the Purchasers - Only two Bids (From Tuesday's Daily)

Considerable interest has been centered for several days around the sale of the Brockville, Westport & Sault Ste Marie Railroad, which took place this afternoon in the auction rooms of Jas. Robertson, who handled the mallet.

At 3 o'clock, before a big crowd, he read the order for sale, conditions, etc and asked for a first bid. Mr. Loegrend, representing the Investment Company of Philadelphia, made the first bid, and offered the modest sum of \$150,000, but the proposition was hardly cold till Chas. F. Holm, representing the Reorganization Syndicate of New York, called out one hundred and sixty thousand dollars (\$160,000). Somebody looked at him, but then he was backed up by his associates, Messrs. King, Gerkin and Smyth, who were here for business, and he apparently wanted the line. In vain did the genial James try to have this offer raised, but there it stuck, and the good old B&W was knocked down to the New Yorkers.

Looks as if the Investment Company of Philadelphia, that hold the majority of the bonds, and made the first bid, have an understanding with the New York people.

Mr. King, being interviewed said it was their intention to extend the line to the Northwest and make a trunk line of it.

23/01/1903 *Brockville Recorder* *Westport*

A Sketch of This Short But Busy Road; NY Syndicate Acquires B&W Has Had a Hard Struggle. But is Ably Managed. A good Road for Brockville. Application will be made for New Charter. Will be called Brockville and Northwestern (from Wednesday's Daily)

As announced in the Recorder's second edition yesterday, the Brockville, Westport & Sault Ste Marie Railway was sold by public auction to Messrs, King, Gerkin, Holm and Smyth, of New York and Philadelphia, representing a large amount of capital, that will, it is said, be used in extending the line through to the Northwest, as outlined yesterday, and making a trunk line of it.

In all its vicissitudes, this road has been a good thing for Brockville, and a boon to the country through which it passes.

The Brockville, Westport & Sault Ste Marie Railway Company was organized in 1884, a charter being obtained by a special act from the province of Ontario. The names of those who were so incorporated were Senator Fulford, the late Hon John F. Wood, R.H. Preston, M.D.; the late W.H. Fredenburgh, W.C. Stevens, John Reddick, the late Rufus Brown, James Cumming, the late J.B. Saunders, R. J. Jelly and George Hutcheson. Under this charter, the company was given power of constructing and operating a railway from the town of Brockville to the village of Westport, and thence in a northerly and westerly direction to the shore of Georgian Bay, and from there to Sault Ste Marie, in the district of Algoma. The road had been mooted for many years before this, but it was not until the year mentioned that a start was made, Mr. R. G. Hervey undertaking to build a road on behalf of the company. The first through passenger train on the road was run on July 12 1888.

While this road has been of great benefit to Brockville and it is generally conceded that the bonus of fifty thousand dollars granted by the town has been a good investment for the town, yet the railway company did not succeed in making it pay, and have had many ups and downs.

The Investment Company, of Philadelphia advanced a large sum of money to the railway company, taking as security certain bonds, and a mortgage was also taken in the name of the Knickerbocker Trust Company, in trust to secure the repayment of these bonds, and no interest being paid. In 1894 the action was commenced which culminated yesterday in the sale of the road, after having proceeded through many legal meanderings. The proceedings were fought at every stage by certain of the judgment creditors of the railway company, but finally in June last an order was made that unless the bond-holders were paid off within a certain number of months, the railway should be sold, and the proceeds applied, first towards paying off the bonds, and then towards paying the judgment creditors. Under the sale of yesterday, however, the bondholders will not receive much over 25% of their claim, and the judgment creditors will receive nothing.

W.S. Buell acted for the plaintiffs, and J.A. Hutcheson, K.C., for the judgment creditors.

Before leaving town, the purchasers instructed Mr Buell to apply for a new charter under the name of the Brockville and Northwestern Railroad Company, and the probability is that the railroad will take on a new aspect in the spring.

Mr. E.A. Geiger, who, for many years has been connected with road, was promoted from being general passenger agent and secretary to the position of superintendent, in January, 1901, and he has been most active and energetic in promoting the business of the company. Many improvements have been made, and the patrons of the road have found him an ideal railway man, a hustler for business, and possessed of an ardent desire to not only serve the company but to please the public as well.

In the last two years, the receiver has built a new brick engine-house, bought one extra locomotive, two passenger coaches, rebuilt a trestle at a cost of \$8,000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all these expenses and paying all bills promptly, has a good balance left on hand.

The syndicate, which is composed of Messrs John Gerkin, Henry W. Gennerich, Christopher F. Bode, Wm Von Twistern, Fred W. Saltzsieder, Wm. F. Hencken, Gustav Schook, Charles F. Holm, New York; Wm Volk Philadelphia; Henry Von Minden, Diedrich W. Rhode, D Werfelmann, Carsten Heilshorn, Val Schmitt, Benjamin Fox, P.J. Ryder, A. Bernard, Frank W. Burs, Jacob Mattern, George Herbener, New York, and Clarence P. King Philadelphia will bond the road for \$1,000,000 at 4% with a capital of \$1,000,000 of which one half will be 6 percent preferred stock and the rest common stock. There is considerable speculation as to what the purchase means. If the Recorder is not mistaken a grant was made to the B&W by the Provincial Government years ago under certain conditions but these conditions not being filled, the grant lapsed. Will the bridge scheme be revived in connection with the schemes or will the line become the property of one of Canada's great railway companies. The air is full of conjectures, but it will take some time for anything definite to develop. Before leaving, the purchasers informed the Recorder that they had secured the road for the purpose of extending and fully equipping it as a competitor for the Northwest carrying trade.

\$100,000 to be spent on improvements and equipment by the new proprietors during the coming season.

W.S. Buell returned home from New York Yesterday whither he has been to interview a number of the gentlemen composing the syndicate which recently bought out the Brockville & Westport Railway and for whom he is solicitor. In conversation with a Recorder reporter Mr Buell stated that it was the intention of the new proprietors to start improvements on the road between here and Westport just as soon as they get possession which will be in the course of a few weeks, some necessary legal matters having to be arranged and put through. For the purpose of improvements and for the purchase of rolling stock they are setting aside \$100,000.

Asked as to what the company intended doing regarding the extension of the road, Mr. Buell replied that they could not do any extending until they got their charter from parliament and as there are now thirty-eight private bills to incorporate railways before the house it will take some time before this can be reached. As soon as the charter is received is received, Mr. Buell says, the company will go on extending. As yet, the Company has not yet been incorporated. He also said that a year from now will witness a great change in the road. As soon as they get possession, the improvements will be started at Brockville.

Today, Mr Henry W. Gennerich, treasurer of the New York syndicate which recently bought the Brockville and Westport Railway, and President of the United National Bank of New York, in company with Mr W.S. Buell, solicitor for the syndicate, and Col Cole, left here by special train on a trip of inspection over the road. On his return Mr. Gennerich was interviewed by the Recorder and said he was well pleased with what he saw. He said that he would give orders to have a new train put on the road and increase the rolling stock to double its present amount. The roadbed would also be put in first class shape and when finished the road would be second to none in the country. All the stations will also be remodeled and painted and the platforms repaired.

"When do propose to start these improvements?" asked the Recorder. "Within thirty days," replied Mr Gennerich. "We will also put up signs on all the stations, indicating the name of the place."

Mr. Gennerich is a pleasing conversationalist, and we will be glad to see him in Brockville again. He left this afternoon for New York. He was accompanied by his wife and family.

Mr. E. A. Geiger was prevented from accompanying the delegation over the road owing to illness.

Writ issued by L.S. Lewis on Behalf of Himself and Other Bondholders Against The Philadelphia Investment Co, et al

The action which will no doubt interest a large number in this district has just been commenced in high court here by the issue of the writ by Levi Sidney Lewis on behalf of himself and all other bondholders of the defendant railway company, plaintiff, and the Philadelphia Investment Company, Brockville, Westport and Sault Ste Marie Railway Company, Charles F. Holm, John Gerkin, Valentine Schmitt, and Clarence P. King, defendants.

The claim, as set forth in the summons, is as follows:

The plaintiff's claim is for a declaration that the defendant investment company stands in relation to the defendant railway company in the same position as did R.J. Hervey, the original contractor with said railway company for the construction of the line of railway and that such investment company is liable to complete said railway.

That said investment company be ordered to proceed with the construction and completion of said railway and that in default of said investment company proceeding with the completion of said railway within a reasonable time, that the investment company's claim as bondholders be postponed to that of all other creditors of the said railway and that the securities of the said investment company be charged with a lien for the payment of debts incurred in the construction and equipment of said railway.

That the investment company is not entitled to interest on the bonds of the railway company held by them until they complete the said railway and that all interest that may accrue on said bonds so held by them until completion by them of the railway be cancelled.

And for a further declaration that the board of directors of the said railway company has been, and is illegally constituted and that their actions are improper and contrary to the interest of the said railway company.

And for an injunction restraining the investment company from proceeding with the sale of said railway in their action against said railway company now pending.

And for an order that the receiver who is at present in charge of said railway company, being the nominee of the said investment company be discharged and a new receiver appointed.

And for an order setting aside the purchase of the said railway by the defendants Holm, Gerkin, Schmitt and King at auction on the 20th day of January, 1903 in the action now pending by the defendants, the investment company against the said railway company.

If this action succeeds, it may materially affect the prospects of the bondholders but this will all depend upon whether or not the recent sale of the road was legal and those who had charge of it claim that it was so in every way.

**19/03/1903 Athens Reporter Westport**

NY Syndicate Complete Purchase of BW&SSM; New Passenger Cars Ordered (ER) Purchasers of the railway in town to close the deal - Rolling stock for the new passenger train purchased and will start to run in a couple of weeks.

This morning at eleven o'clock four gentlemen representing the New York syndicate which recently purchased the Brockville end Westport Railway arrived in town and registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmitt, Charles F. Holm, New York and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo De Moulin of New York.

Asked by the Recorder as to their mission, they said that they were here for the purpose of completing the purchase of the road, and having the transfer to the new company they will appear before Judge McDonald tomorrow morning at ten o'clock to complete the sale, and pay the balance of the cash which amounts to \$144,000.

The rolling stock for the new passenger train has been ordered at an expense of \$30,000 and this important addition is expected to be put on about the first of the coming month. No further action has been taken by the judgement creditors nor is there expected to be anything done just at present.

Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen took lunch at the Strathcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet, After the sale is completed tomorrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will be promptly attended to.

**20/03/1903 Athens Reporter Westport**

Map of Proposed Extension in Buell's Office (ER) An immense map is on view in Mr. W.S. Buell's office of the route of the proposed Brockville and Northwestern Railway from Westport to Sault Ste Marie. The railroad portion of the chart is the work of Mr. W.B. Smellie.

In the House of Commons at Ottawa yesterday, a petition was received from the Brockville & Western Railway Co to acquire and complete the Brockville, Westport & Sault Ste Marie Railway.

**27/03/1903 Athens Reporter Westport**

Balance of Purchase Money Paid Over Today Road will Pass Into Hands of Brockville & Northern Railway Co on April 1st. Line to be Extended. (From Thursday's Daily) This morning at 11 o'clock, four gentlemen representing the New York Syndicate which recently purchased the Brockville & Westport Railway, arrived in town and registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmidt, Chas. F. Holm, New York, and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo de Moulin of New York.

Asked by the Recorder as to their mission, they said they were here for the purpose of completing the purchase of the road and making the transfer to the new company. They will appear before Judge McDonald tomorrow morning, at 10 o'clock, to complete the sale and pay the balance of the cash, which amounts to \$144,000.

The rolling stock for the new passenger train has been ordered at an expense of \$30,000, and this important addition is expected to be put on about the first of the coming month. Nor further action has been taken by the judgement creditors nor is there expected to be anything done just at the present.

Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen, took lunch at the Stratcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet. After the sale is completed to-morrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will be promptly attended to.

From Friday's Daily The purchasers of the BW&SSM RR completed their payment for the railway this morning before Judge McDonald when the final report in the matter was made by the master and it was decided that the purchasers go into possession of the road on 1st April. Ten hundred and twenty-four bonds, with face value at \$1,000, were brought up and deposited in the Bank of Montreal, and the balance of the money was paid into the credit of the bank, making the total purchase money now paid by the Brockville & Northwestern Railway Co.

The road will continue to be run by the receiver, Col. W.H. Cole, up till the first of the month, when he will make a final report. His accounts were gone into and the remuneration for his two years and two months service was fixed at \$2,700. The accounts show that the condition of the road has much improved under Col. Cole's management and the receipts have steadily increased.

Messrs. W.H. Comstock, James Cumming, W.S. Buell, Daniel Derbyshire, R. Bowie and W.C. Fredenburgh of Westport, were elected provisional directors and they will go to Ottawa to interview the government. Messrs Holm and King, two of the members of the syndicate, left for Montreal this afternoon.

Mr. Holm of New York one of the syndicate which has purchased the Brockville & Westport Railway, in conversation with the Recorder today, stated that the extension of the line from Westport in a northwesterly direction would be commenced just as soon as the charter is granted. The intention is to tap the forests of that section of the province and negotiations are already in progress for the establishment of a mammoth furniture factory at or near Brockille, much of the raw material for which will be brought in over their line from the north.

**03/04/1903 Athens Reporter Westport**

The new train on the B&W will leave here Monday morning at 9:30 for Westport and will reach Brockville on the return trip at 7:05 pm. D.J. Carty will be the conductor for the new train, and Messrs Murphy and Belmont will act as brakemen. Number 1, or the mail train will leave here at four o'clock in the afternoon and will reach Brockville the next day at nine am. Mr. R. Flegg will still have charge of this train with Allan Coburn as brakeman Mr. L. Bennett will be the express messenger. Mr. Geiger received a letter from the post office department in Ottawa this morning asking whether the new train would be run the year round or not, as it would be a good train to carry the mail on. Mr. Geiger said the intention is to put it on until September and if it proves to be a successful venture, it will be kept on the year round.

**03/05/1903 Athens Reporter Westport**

The train crews of the Brockville and Westport Railway made their appearance in new uniforms today.

Rival Applicants for Charters before the Railway committee of the House of Commons

A matter of much interest to the people of Brockville and the County of Leeds engaged the attention of the railway Committee of the House of Commons at Ottawa yesterday when there were taken up as one order the bills of the Brockville and Northwestern, the Brockville and Sault Ste Marie, and the Brockville and Western Railway companies.

The New York syndicate, which recently purchased the Brockville and Westport Railway for \$160,000 000 are the applicants for the two first mentioned. The syndicate is composed of Messrs C.F. Holm, John Gerken, V. Schmitt of New York; and C.P. King of Philadelphia and have associated with them a number of local gentlemen. They ask for the renewal of the old Brockville Westport and Sault Ste Marie Railway Company and that it be incorporated as the Brockville and Northwestern Railway. The local gentlemen representing the company who went to Ottawa yesterday were W.H. Comstock, D. Derbyshire, James Cumming Lyn, Robert Bowie, W.S. Buell and W.C. Fredenberg, Westport.

The creditors of the old BW&SSM RR who have unpaid debts are applying for the incorporation as the Brockville and Western Railway Company, in the event of litigation now pending being successful in giving them possession of the road. They propose to insert in their charter a clause providing for the deposit with the minister of railways of \$50,000 sixty days after they acquire the road to be divided pro rate amongst the construction creditors. A large number of debts for the building of the road and for materials supplied amounting to \$125,000 remain owing to creditors nearly all of whom reside in this county. The largest creditor, James Cooper, of Montreal supplied the rails and the wire for fencing of the railroad and about \$70,000 is due him irrespective of interest.

Messrs H. H. Arnold and W.G. Perish of Athens, John Nelson Knowlton of Singleton, W.B. Smellie of Brockville, and Hutchison and Fisher representing W.J. Webster late of Westport, appeared before the committee asking for consideration of their claims.

The New York syndicate who recently bought the road at court sale now ask for privileges and a franchise, and the Canadian creditors ask that before Parliament grant them favours, they should set aside a fund to pay a fair and reasonable portion of debts incurred in building the road.

S. Barwick, K.C., Toronto, and W.S. Buell, Brockville, appeared for the purchasing syndicate.

Messrs J.N. Knowlton, Newboro James Cooper of Montreal, creditors, also addressed the committee.

The whole matter was gone into thoroughly and referred to a subcommittee to be named by the chairman.

Today's Montreal Gazette gives the following brief report of the argument before the committee:

Mr. W.D. Hogg appeared for the Brockville and Western promoters who he said represented the creditors of the original road which they desire to purchase and operate and extend to Sault Ste Marie and also to construct a bridge over the St. Lawrence. Clause seven of the bill provides that the company shall deposit with the Minister of Railways and Canals a sum of \$50,000 to meet the claims of unsecured creditors other than the proprietors.

After Mr. Hogg had spoken at some length, Mr. Blair (Minister of Railways and Canals of the day) rose and said that the questions at issue between the parties behind the three bills were such as could only be determined by judicial tribunal. He suggested that each party should receive a charter giving it the right to acquire the road when title to it can finally be had. Beyond this, Mr. Blair said, they should not go. If it were necessary, he said, they could annex to each bill a clause requiring the purchaser to pay the claims for labour due on the road which amount to a considerable sum. Mr. Blair suggested that the bills should be referred to a subcommittee for consideration.

Mr. Tarte, Mr. Pringle, and Mr. Gallery and others shared in the discussion.

Mr. Knowlton, a farmer, told of the conditions under which the road had been constructed, "bons" and time checks being issued to the men who worked on the road and who were never paid. Mr. Knowlton made an evident impression on the committee by his appeal for justice to the minor creditors.

Mr. Barwick entered into an explanation of the legal proceedings in the interests of the Brockville and Sault Ste Marie projectors who secured the bonds of the original road and who, he held, were legitimate owners of the property.

Mr. James Cooper of Montreal who had been referred to in the discussion explained the facts of his connection with the road which was that of a merchant providing rails and other construction material for which he was only paid in part. He now holds judgements for the balance. It appears among the applicants for the Brockville and Western Company.

The bills were finally referred to a subcommittee to be named by the chairman.

The residents of Westport are very anxious that the Brockville and Westport Railway should erect their pavilion at Westport instead of Delta and are making an effort to have the railway establish their park there. Superintendent Geiger will go out in a few days and will probably settle on its location.

A serious accident occurred at the Forfar railway crossing on June 3. There was a bush fire near the track, and the B&W brought a load of men from Westport and Newboro to fight the fire. After the fire was put out, the light engine was backing to Westport when it ran into a rig driven by H. Myers accompanied by Anson Connell, and another gentleman and drawn by a fine matched team of horses. One of the horses was killed outright and the other was so badly hurt it had to be shot later. The wagon was badly smashed and the three men were all thrown into the ditch suffering cuts and severe bruises, Mr. Connell being hurt the worse. It is a miracle all were not killed.

04 June 1903 (ER) Horse Rig Hit at Forfar Yesterday afternoon as the light engine was backing to Westport after having put the bush fire at Elgin out, it ran into a rig drawn by a team of horses at Forfar crossing, The team was owned by Mr. Thomas H. Myers and seated in the rig with him was Anson Connell and another gentleman. One of the horses was killed outright and the other was so badly hurt that it may have to be shot. The gentlemen in the rig escaped serious injuries, but Mr. Connell sustained a few slight bruises. The wagon was badly smashed. The escape of the gentlemen is miraculous.

(Westport Mirror 20 June 1973 Athens 70 years ago) Forthton Fairgrounds Burned from B&W Spark - Fourth Fire Within the Week The sheds on the old Fair Grounds at Forthton were burned after a spark from the B&W landed in some dry grass nearby. The same thing happened on the farm of R.C. Haskins near Elgin. The woods caught fire after the train had passed, and it took 40 men drawing milk cans of water to control it. This is the fourth fire the engine has started within a week.

02 July 1903 E.A. Geiger resigned as superintendent of the B&W Railway (Verify Date) W. J. Curle of the CPR is appointed to the vacancy. The change will take place tomorrow.

The railway and business circles of the town will be somewhat surprised to learn that on Saturday last E.A. Geiger, who for the past sixteen years has been connected with the BW&SSM Railway and later the BW & Northwestern Railway has resigned the position of superintendent and general passenger and freight and that the general manager, Mr Martin Zimmerman of New York, who with his family is now spending the summer at Newboro, has appointed Mr. William Curle CPR agent at this place to the position held by Mr. Geiger.

When seen by the Recorder, Mr. Geiger had nothing to say, other than that he would relinquish his position to his successor in a day or two . Asked what his course for the fixture was he did not care to state for the present although he will spend some time on the lakes with his family. Mr. Geiger came here from Hamilton in 1888 where he had been principal and proprietor of the Hamilton Business College to accept the position of private secretary to Mr. R.G. Hervey, at that time president and general manager of the BW&SSM Railway. Later he was appointed auditor. In 1891 Mr. Geiger was made secretary of the company. In 1893 he became general passenger agent. His ability and foresight were recognized which led to his appointment as superintendent on the retirement of the late to Mr. James Mooney through ill health and at the time of the purchase of the road by the present company he held the position of superintendent, general freight and passenger agent and treasurer. (E.A. Geiger married Jessie A. Beecher, daughter of G.M. Beecher, Brockville, 24 April 1899 Verify This).

When the new company was formed, Mr. H.W. Gennerich of New York, was elected treasurer though all accounts were settled by the superintendent. Since his appointment as superintendent in February 1901 the traffic earnings have increased over fifty percent, the roadbed is in better condition now than ever before, and the little line seems to be booming. The advertising of the Rideau, Beverly and Charleston Lake regions and the establishment of a park at Delta have done a good deal for that part of the country as well as for the road.

William J. Curle, the new superintendent of the road, is a Brockville boy born and bred, being a son of the late James Curle His railway career extends over a period of twenty-four years. In 1880 he accepted a position of call boy on the Grand Trunk. He had the instincts of a successful railroader and this knowledge he displayed soon won for him the position of car checker. Later he was promoted to be freight checker and in 1885 while holding this position, he was offered and accepted the position of section foreman with the CPR and has ever since been continuously with that company. From section foreman he was promoted to yard master and train dispatcher, all positions of which he held here with the exception of a few months he put in at Smiths Falls and Carleton Place. His last promotion was in December last when he was given the billet of general agent for the CPR at this place, a post he was holding with credit to himself and advantage to the company up to the present. His knowledge and experience will suitably fit him for the responsible position he has just now been called to and accepted. His successor as agent for the CPR has not yet been named.

The railway Committee of the House of Commons has reported the bill authorizing the purchase of the B&W by the American Syndicate and rejected the bill of the creditors who sought power to purchase.

Excursion Business Booming (ER) On the line of the Brockville and Westport Railway. Supt Geiger of the B&W has been kept busy this summer judging from the amount of travel over the Old Reliable but the season is hardly half under way. The action of the officials in promptly handing excursions and insuring safety to the passengers has won for them a good share of the business. Mr. Geiger has completed a list of the forthcoming excursions as follows:

Thursday, July 30th - Elgin Methodist church excursion to Brockville and thence by steamer Brockville to the Thousand Islands.

August 5th - St Paul's church Sunday school to Beverly Lake.

August 10th - George Street church Sunday school to Beverley Lake.

August 12th - St Francis Xavier school to Beverley Lake.

August 19th - Trinity church Sunday school to Beverley Lake.

August 20th - AOUW excursion to Beverley Lake.

September 7th, Labor Day - First Presbyterian church Sunday school to Beverley Lake.

The pavilion erected by the railway company at Beverley Lake is finished and workmen are now engaged putting on the finishing touches of paint. The building will add greatly to the attractiveness of the place and will be found both useful and handy in more respects than one.

B&W Church St Station Robbed (ER)

The Station Entered and a Small Amount Stolen. It is some time since a local burglary has been reported to the police, but this immunity was broken last night or this morning, the premises ransacked being the Brockville and Westport Railway's Station. The agent, Dennis Downey, is always careful in locking up the place and seeing that everything is secure but last night was the first occasion that he ever left any money at the depot, always depositing the cash at the head office and although the amount taken \$10.90 in all, is not what could be called a good haul, still if there had been more money there it is altogether likely it would have been missing this morning just the same.

The thief or thieves first got an entrance into the place by breaking a window which allowed them the entrance to the baggage room. This they thoroughly ransacked, but evidently did not find anything to their liking, so they decided to try the office. From all accounts they were not lock pickers, retiring from the baggage room the same way as entering. From the outside they removed the putty from a pane of glass and reached the ticket office this way. Once in they had an easy access to the till which contained the cheque belonging to Mr. Downey. The six cents were all in American pennies and the cheque was left undisturbed, the burglars getting off with ten one-dollar bills, a half-dollar, a quarter, a ten and a five cent piece. The police are working on the matter and are of the opinion that the burglary was committed by someone with a knowledge of the place.

**09/09/1903 Athens Reporter Westport**

B&W Church St Station Robbed (ER) The Station Entered and a Small Amount Stolen. It is some time since a local burglary has been reported to the police, but this immunity was broken last night or this morning, the premises ransacked being the Brockville and Westport Railway's Station. The agent, Dennis Downey, is always careful in locking up the place and seeing that everything is secure but last night was the first occasion that he ever left any money at the depot, always depositing the cash at the head office and although the amount taken \$10.90 in all, is not what could be called a good haul, still if there had been more money there it is altogether likely it would have been missing this morning just the same.

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**21/09/1903 Athens Reporter Westport Athens**

A fatality happened on the Brockville and Westport Railway this morning, the regular express which left here at 9:30 striking and killing a man named Thomas Reid in front of the House of Industry between 10 and 11 o'clock. The particulars of the accident are meagre as doubtless no one saw the man killed but the crew of the train who are yet out on the road and will not return before six o'clock this evening, but in conversation with Manager Steacy, of the House of Industry, this afternoon, the following is gleaned.

Reid, it seems, who was about 71 years of age, has been an inmate in the institution for some time, has friends in Perth paying his board and otherwise providing for him. This morning he was out taking a walk around the building as was his custom. He was doubtless standing alongside the railroad track closeup to the rails, and probably may have stepped back not hearing or thinking of the approach of the train. He was evidently struck by the bumper beam of the engine for he was not mangled in any way except a small gash on the head from which blood flowed freely. He was picked up from the platform which runs out from the building at once, and medical aid was summoned but he was fatally injured, only living about five minutes after the accident. As soon as the accident happened, the train which was in charge of conductor Flegg was immediately brought to a standstill.

Manager Steacy immediately notified Inspector Richardson of the accident who in turn notified Coroner Jackson. The latter left for the home this afternoon. It was not known yet whether he will hold an inquest or not. The deceased came to the home from Carleton Place. He leaves besides his wife a grown up family. The funeral will take place at the home tomorrow afternoon, the remains being interred there, the family having notified the manager that they will pay the whole expenses.

**24/09/1903 Athens Reporter Westport**

The Senate yesterday (23 September 1903) passed the act of incorporation of the Brockville, Westport and Northwestern Railway Company confirming the title of the purchasers of the Brockville, Westport and Sault Ste Marie Railway and empowering them to extend the road to the Soo and North Bay. The prolonged fight of the creditors of the old company has resulted in an arrangement whereby the representatives of the estate of the late James Cooper have agreed to share up with the other creditors the balance of the unearned government subsidy on the old road of which Mr. Cooper had an absolute assignment and all parties have joined in an application to Parliament to revoke such subsidy.

This subsidy was not paid Cooper because the old company never brought the road quite up to government standard. This the new company agrees and are bound by the act of incorporation to do within a limited time. This appears to be a happy solution of the matter. The genuine construction and labour creditors of the old company will, if the subsidy is revoked and earned, receive about twenty five percent of their original claims. The litigation over the matter has also been cleared up and action of one Vollman to set aside the sale having been dismissed from the courts in Toronto last week. The new company, now that all opposition has been withdrawn, will it is said at once make preparations for an early extension of the road. In fact an engineer of the new company has already made a preliminary survey of the first five hundred miles of such extension.

**Thursday 24/09/1903 Chesterville Record Westport Brockville**

A fatality happened Monday morning on the Brockville and Westport Railway when the outgoing express struck and killed a man named Thos. Reid, aged 70 years, an inmate of the Leeds and Grenville House of Industry. Reid, who leaves a widow and family, was committed from Carleton Place.

**25/09/1903 Athens Reporter Westport Forthton**

An amusing incident took place a on the B&W Railway at Forthton last evening and the passengers on the afternoon train had all kinds of fun for a few minutes. The train left here an hour late and when at Forthton engineer Begley saw a cow right in the middle of the track near the bridge. He blew his whistle frantically but the animal would not move. The train had to be brought to a standstill to avert what might have been a serious accident. The fireman got off the engine to chase the cow off the track but the animal was not to be chased, and instead took after the fireman who jumped into a swamp up to his neck to save getting his bump. Together with the engineer, he returned to make another attempt at getting the animal out of the way, but such was not the case, the cow chasing the two of them back to the engine. Finally as a last resort the crew of the whole train took a hand. in the affair and after a lot of work and the pronouncing of adjectives that would not look well in print the obstinate cow was removed from the track so that the train could pass.

**29/09/1903 Athens Reporter Westport Delta**

The B&W Railway is offering special rates to Delta for the Fair. Good to go September 29th and 30th. Return until October 1st. Tickets including admission ion to the grounds: from Brockville 95c; Athens 60c; Crosby 45c Newboro 60c; Westport 70c. Special train will leave Westport at 12 noon on the 30th.

**01/10/1903 Athens Reporter Westport**

Yesterday's trip of the train leaving here in the morning over the B&W was the last of the season, it deemed advisable to discontinue it, now that the summer travel is about over. During the summer the train has proved a great accommodation to citizens not only in Brockville but in the surrounding country. With the advent of next summer several more important changes may be introduced in the system of the road, but one thing is sure and that is that the morning train will form part of the service. D. J. Carty, who has been acting as conductor all season, will go back to his old position as baggage man on the afternoon train.

**01/03/1904 Athens Reporter Westport Soperton**

A B&W train was stuck in a drift at Soperton so deep that the engine could scarcely be seen.

**18/04/1904 Athens Reporter Westport Lyndhurst**

A number of boys in the vicinity tar of Lyndhurst station of the BW&NW have recently been in the habit of playing with handcar wheels on the track and in some instances would go away and leave then on the track much to the annoyance of the train crews. The names of the boys have reached the head office of the company and they will likely be called upon in a few days to answer a charge of placing an obstruction on the track. The management have also decided to put a stop to the nuisances committed by boys around the station here and after today, prosecutions will follow unless the practices are stopped.

**26/04/1904 Athens Reporter Westport**

The BW&NW railway Company evidently intends to put the roadbed into good condition as they are advertising for tenders for the rebuilding of sixteen or more culverts between Delta and Westport.

**07/05/1904 Athens Reporter Westport**

The steam barge Arctic this morning cleared for the west after unloading a cargo of 2,000 ties for the BW&N which is but a part of the consignment of 14,000 which the road have purchased through their agent here, Mr S.A. Geash.

**25/05/1904 Athens Reporter Westport**

The roadbed of the BW&NW is to be greatly improved and a meeting of section managers was held in Brockville last week to decide upon the best way doing this.

**09/06/1904 Athens Reporter Westport**

The BW&N Railway are preparing to convey a large a crowd to Brockville on Circus Day as exceptionally low rates will prevail, one of which will be a single fare from Westport including admission to the circus.

**23/06/1904 Athens Reporter Westport**

New Locomotive Expected From Montreal (4-4-0 #66) The new engine recently ordered for service on the BW&N has been completed at Montreal and is expected here within the next. few days. Locomotive foreman Samuel Rothwell is in Montreal making an inspection of the latest addition to the rolling stock of the road.

**06/09/1904 Athens Reporter Westport**

The annual meeting of the shareholders of the Brockville, Westport and Northwestern Railway company opened at the company's head office at the station yesterday afternoon at two o'clock. There were present John Gerkin, New York, President; Clarence P. King, Philadelphia, Vice-President; Carsten Heilshorn, New York, Secretary; Henry V. Gennerich, New York, Treasurer; Martin Zimmerman New York, General Manager; Val Schmitt, New York; R. Bowie, W. H. Comstock Brockville; James Cumming Lyn; W. C. Fredenberg Westport; Directors; and W. S. Buell, Solicitor. Shortly after opening, the meeting was adjourned and reopened in the office of W.S. Buell when the president, Mr. Gerkin, read the following:

Presidents Report. To the shareholders of the Brockville Westport and Northwestern Railway company. Gentlemen: At this our first meeting, it is my pleasure to outline the policy pursued by your directors since the railway was taken over by the company on the 23rd of November last and the results thereof, and to give you some idea of what we think should be done in the future.

Under the provisions of our charter it was made incumbent upon us to bring the forty-five miles of road now built up to government standard within two years. Towards this end, we had a careful inspection made of the road, and have expended a considerable sum of money in buying new rails, ties etc. We have put in over 10,000 new ties and have perhaps half as many more on hand now being laid. We have recently improved the roadbed until now I venture to say it compares very favourably with most of the standard railways. There yet remains however, the replacing of old rails with new upon one short section which will be done as soon as our employees can manage to do so.

We placed a second daily train in service commencing on 1st April, expecting that we would be given a further mail contract by the Post Office Department. This we had been given to understand we would have as soon as we established a permanent two-trains-a-day service, but we have been disappointed and it is a matter for the directors of the ensuing year to consider the advisability or otherwise of continuing the second train through the winter months.

To handle this increased service we had to enlarge our rolling stock, among other purchases being a new locomotive, which we had built for us at the American Locomotive Works at Montreal. This locomotive we have had in service since the middle of June and up to the present it has given such eminent satisfaction that we have now no further doubt of the want of wisdom of former owners of the road in buying second hand engines.

I am happy to say that as shown by the government reports and that of the treasurer to be presented today that the earnings of the road have steadily increased, and the operating, that the net earnings have been considerably better than ever in the history of the road. In this respect, expenses have somewhat decreased. We look for even better results in the future under the guidance of our new superintendent, Mr. W. J. Curle.

I would like to call your attention to the fact that during the severe weather of last winter, our trains ran practically on time while those of the larger and better equipped roads in Canada and the United States were continually many hours behind time, or even for days and weeks, and the expense of keeping the track clear in spite of the severity of the winter only increased about \$1,000 over the previous winter when the snowfall was light.

As to the future, we can see that the business to be done by a road of forty-five miles in length, with no through connection must be limited, it is our opinion that we should at once avail ourselves of the privileges of our charter and take steps to extend the road towards North Bay or Sault Ste Marie. After making many inquiries, we believe that the building of such a railway will open up a country and industries that will from the very commencement provide a paying local traffic. In addition we believe that the same through traffic will be obtained by tapping the CPR which we propose to do at Maberly some sixteen miles from Westport, and much more by reaching the Canada Atlantic at Barry's Bay. Beyond that it is a matter for careful consideration on what route should be followed.

In brief, the directors of the past year turned their endeavours to bringing the road up to government standard and improving and systemizing the business of the company. We believe that the directors for the ensuing year should at once grapple with the extension of the road. We have the nucleus of a lucrative railway business which we hope will develop into a paying investment for our shareholders.

John Gerkin, President.

In pursuance of the above report, a resolution was passed authorizing a strong committee to take steps to extend the road. The former board of directors were re-elected after which the meeting adjourned. The out of town shareholders returned to their homes last evening, with the exception of secretary Heilshorn who leaves this evening.

**Thursday 15/09/1904 Chesterville Record Westport**

The BW&NW Railway ticket office was burglarized on Friday night. Only 10 cents was secured.

**Thursday 29/09/1904 Chesterville Record Westport Brockville**

Brockville Sept 23. Yesterday afternoon as the express on the BW&NW bound for the north neared the long wooden trestle about a mile out of town the engineer noticed something on the track ahead. He managed to stop the train a few feet from a huge boulder weighing about 300 pounds. As yet there is no clue as to the perpetrators of this crime.

**Friday 20/01/1905 Renfrew Mercury Westport Lyn**

The worst accident in the history of the Brockville and Westport occurred on Monday night, half a mile west of Lyn, caused by the spreading of the rails while a mixed train was running to Brockville. The train was made up principally of freight cars, with a combination passenger and baggage at the rear, said to contain about fifteen passengers, mostly women and children. Suddenly the passengers were startled by the wheels of the coach bumping along the ties, and the coach rolled over the embankment and rolled to the bottom, a distance of several feet. The passengers were thrown from their seats and while not one escaped from a cut or a bruise, strange to relate, none received severe injuries. Conductor Hurton was severely cut about the head, but pluckily stuck to his post, directing operations with blood streaming down his face, until he saw that all were out of danger.

**29/01/1905 Brockville Recorder Westport**

Peculiar Accident On The BW&N Railway West of Lyn- Passenger Coach Went into the ditch - eleven passengers on board, all of Whom escaped Serious injury Conductor Horton and J. Cross, of Athens, Cut and Bruised

An accident, which was fortunately not attended with serious results, occurred about five o'clock last evening at a point on the line half a mile west of Lyn. News of the affair reached Brockville shortly afterwards and created some excitement. Supt. W.J. Curie, who was on the scene as promptly as possible, very cheerfully gave the Brockville Times a correct statement of the wreck, which in substance as follows.

It was train No. 4, due here at 4:30 running about twenty miles an hour, from Westport to Brockville, and was made up of an engine, eight freight cars, three of which were loaded with live stock consigned to Montreal, and a combination baggage and passenger coach at the tail-end, containing eleven passengers including Conductor Horton and Brakeman Murphy. On the engine were Engineer John M. Phillips and Fireman A. Belmont.

As the train was running along at a speed of about twenty miles an hour the last two freight cars suddenly left the track, followed by the passenger coach at the end. The scene of the accident is about half a mile west of Lyn, just about the point where the road to Mallorytown crosses the track diagonally. There is a cutting at this point which gradually opens out upon a minor embankment, and the cars left the track before getting out of the embankment, near the residence of Frank McCreary. The freight cars did not turn over, but the passenger coach, after bumping along a short distance, toppled over and slid along on its side a short distance. An effort was made to signal the engineer without avail and the derailed cars finally broke loose from the train. Naturally the passengers were filled with consternation at the sudden shock. The concussion pitched them out of their seats in all directions and immediately there was a scramble for the doors. In their excitement the ladies gave an outcry but were assured by Conductor Horton and the other male occupants of the coach that no immediate danger was pending. Mr. Horton, with blood streaming down his face and neck, from a deep gash in the head, displayed remarkable coolness.

Though suffering much pain he remained in the coach till every other occupant had been removed, being the last to leave. When the smoke had cleared away it was found that while all had been more or less shaken up and bruised none were seriously hurt. Conductor Horton and J. Cross, of Athens D.D.G.M., who was coming to Brockville to install the officers of the A.O.U.W., received the most painful injuries. They were removed to the residence of Nathan Purvis, where they were attended by Dr. Judson, who had been summoned from Lyn. Mr. Cumming sent out sleighs from Lyn and brought all the passengers to M. B. Stack's hotel, where they received every attention.

New of the accident having been wired from Lyn to the head offices of the company, Supt. Curle awaited the arrival of the engine and remaining cars of the train and made preparations to take charge of the wreck personally. Accordingly he returned by a special leaving here at 6.20 accompanied by Dr. Jackson, whose services were not required as the injured had previously received medical attention. The passengers together with Conductor Horton, were brought on to Brockville shortly after 8 o'clock by the special. Mr. Horton being removed to St. Vincent de Paul Hospital. The passenger list include Alex, Taylor, Athens, H. Johnston, Delta; N. Whitmarsh, Westport; I. Fleming, Kingston; J. C. Ross, Athens; Miss Laishley, Chaffey's Locks; W. H. Brightman, Brockville; Miss Rowsome,

Athens, who was accompanied by her little niece, a daughter of Mr. & Mrs. A. E. Shaver, Brockville; Mr. Ross was cut over the left eye, required three stitches. Miss Laishley, who was en route to the Ladies' Moulton College, Toronto, is a niece of Mrs. C. Davison, Brockville. She was badly shaken up. Little Miss Shaver was slightly bruised. Messrs. Taylor, Whitmarsh and Johnston, cattle drovers, were pitched over the stove, one on top of the other. Taylor had his nose skinned, cheek discolored and side sprained. Johnston complained of pains in the side and back. Mr. Horton suffered considerably from the shock and injuries. He fainted at Mr. Purvis house from the reaction and loss of blood, but came in on the special. The cut in his head received several stitches and he was also bruised about the body. To-day he is feeling very sore but not in any danger.

The cause of the wreck was either due to a defective truck on one of the freight cars or the spreading of the rails. Supt. Curle is not in a position to say which. He was at work bright and early this morning with a gang clearing up the wreck. By this afternoon it is expected everything will be in running order again. The track was torn up for a considerable distance.

**01/03/1905 Ottawa Citizen Westport Lyn**

Brockville, January 3rd, 1905: The worst accident in the history of the Brockville, Westport and Northern Railway occurred about 5 o'clock this evening at a pit half a mile west of Lyn, caused by the spreading of the rails while a mixed train was running about 20 mph enroute to Brockville. There were about 15 passengers, mostly women and children. Suddenly, the passengers were startled by the wheels of the coach bumping along the ties. Efforts were made to signal the engineer but to no avail and finally the coach plunged over the embankment and rolled to the bottom, a distance of several feet. The passengers were thrown promiscuously from their seats but none sustained serious injury. Conductor Horton was severely cut about the head. He would not leave his post until all others had been cared for. The passengers were conveyed to Lyn in sleighs and subsequently brought to Brockville by special train.

**03/05/1905 Athens Reporter Westport**

Prof. D. Carr-Harris of Kingston, in charge of the survey party of the proposed new BW&NW route was in town today conferring with Supt. Curle and solicitor Buell.

**02/10/1905 Athens Reporter Westport**

A slight accident happened in the BW&NW yard last Saturday night, shortly after the arrival of the regular train from Brockville. The express engine was being turned on the Y and after running over the switch which had to be turned to let the engine around, it ran too far up the embankment and a portion went over. The embankment at this point is about fifteen feet in height and to get the trucks on the track again it necessitated calling the auxiliary from Brockville. It was replaced with the aid of jacks and but very little damage was done.

**17/01/1906 Athens Reporter Westport**

The very sudden death of John Whelan, postmaster of Westport, came as a shock to all. The B&W ran a special train on Sunday for the funeral.

**13/06/1906 Athens Reporter Westport Crosby**

The worst storm in many years struck last night. Much damage was done by flooding. At Crosby the roadbed of the B&W was washed out.

**06/07/1906 Athens Reporter Westport Athens**

A special train carrying about 100 persons was run on the B&W Railway to the funeral of Philip Slack, Athens. His only son Alden is mail clerk on the B&W

**22/08/1906 Athens Reporter Westport**

Mr. S.S. Nevens, agent at the Athens B&W station has been sent to Bellamy's and Mr. J. Myers has taken his place.

**17/10/1906 Athens Reporter Westport**

The annual report of the Brockville & Westport railway shows the company to have had the most successful year in its history. The earnings were \$59,318.99, while the cost of operating expenses were \$29,748.85.

**21/11/1906 Athens Reporter Westport**

A special train will be run on the B&W on Wednesday for the High School Commencement.

**05/12/1906 Athens Reporter Westport**

A special train ran last Friday evening to the closing services of the Crossley and Hunter evangelistic services in Brockville. During their stay it is said 600 persons were converted, and collections totalled \$800.

**20/01/1907 Athens Reporter Westport**

The new snow plough of the Brockville and Westport Railway was run out over the line last week. It weighs twenty tons and proved very efficient.

**23/01/1907 Athens Reporter Westport**

Albert Gallagher of Portland has entered an action for \$2,000 damages against the B&W Rwy. for injuries sustained in a fall on their Brockville platform.

**23/01/1907 Athens Reporter Westport Elbe**

The gale on Sunday took off roofs and partly overturned the railway station at Elbe.

**13/03/1907 Athens Reporter Westport**

On March 5 a foot of snow fell causing the B&W train to stall and the crews had to spend the night at Fortton and Athens. All day long the storm blew in from the north-east and then at night a full moon came out to present a sight of wondrous brilliance.

**01/05/1907 Athens Reporter Westport**

Miss Maude Blair and Joel C. McCullough of Westport were married April 24 at the bride's home. The employees of the B&W Rwy of which the groom is a popular conductor presented them with a solid oak dining set.

**28/08/1907 Athens Reporter Westport Newboro**

The Steamer Brockville and the BW&NW Railway will run another of the popular trips Thursday and Friday.

**Friday 18/10/1907 Renfrew Mercury Westport**

On July 4th last, Conductor Joseph C. McCullough, of B.W. & N.W.R., at the risk of his own life, saved a boy from being crushed to death by the wheels of a moving train. Last Saturday at Brockville he was publicly presented with a bronze medal, granted by the Royal Canadian Humane Association. Judge McDonald presided, and mayor Fulford pinned the medal on the breast of the recipient.

**22/04/1908 Athens Reporter Westport**

On Monday afternoon the coach and two cars of the BW&NW RR were derailed between here and Westport and the line blocked for a few hours. Fortunately no serious damage was done.

**01/02/1909 Perth Courier Westport**

Fought on a Train.

Returning to Westport last Friday night with the Newboro and Athens hockey teams, who had played exhibition games in Brockville and 250 supporters, a special B.W. and N.W. train was the scene of a continuous melee until Athens was reached. Bottles flew, windows were smashed, poor passengers are suffering from fractured noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens, named Cury, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

Precise date in February 1909 is not known,

**Thursday 11/02/1909 Chesterville Record Westport**

Returning to Westport on Thursday night with the Newboro and Athens hockey teams, who had played exhibition games at Brockville and 250 supporters, a special B.W.&N.W train was the scene of a continuous melee until Athens was reached. Bottles flew windows were smashed, four passengers are suffering from broken noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens named Curry, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

**13/07/1909 Athens Reporter Westport Athens**

Safe crackers blew the safe at the B&W station here (at Athens) and escaped with \$13.

**Thursday 26/08/1909 Chesterville Record Westport**

Brockville Aug 15. After a short illness the death occurred yesterday of Samuel Rothwell, master mechanic of the BW&NW railway, aged 52. deceased was a native of St. Catharines, but spent most of his life in Brockville. Prior to going with the BW&NW Railway he received his training on the GTR and CPR being engaged on Rocky Mountain construction of the latter line. A widow and seven children survive.

**28/06/1910 Rideau Record Westport**

page 5 - Bought the B. & W.R.R.

The Canadian Northern now owns the Brockville and Westport

It is announced from Brockville that the Canadian Northern Railway Company has secured possession of the Brockville and Westport the little forty-mile road that connects these two towns. The proposed route of the Mackenzie & Mann system between Toronto and Ottawa, according to the survey will tap the B.W.&N.W. Railway at Newboro five miles this side of Westport. and by securing control of the piece of railway property the C. N. R. will have access to Brockville and the St. Lawrence.

**14/07/1910 Athens Reporter Westport**

The B&W Rwy was purchased by Canadian Northern Rwy.

**Friday 15/07/1910 Brockville Recorder Westport**

An Important Railway Meeting Was Held Here Directors of the Brockville, Westport and Northwestern resigned - Canadian Northern Railway Representatives Take Their Place

At the meeting held yesterday of the directors of the Brockville, Westport and Northwestern Railway at the office of Bueli and Botsford, Messrs. E. R. Thomas, J. T. Lewis A. P. Van Tuyl, all of New York, resigned from the board, and in their place were elected: D. B. Hanna, third Vice President and General Manager of the C.N.R.; F. H. Phippen, K.C. Ruel, J.D. Martin and R. C. Vaughan.

These gentlemen together with Messrs. W.H. Comstock, Jas Cumming, R. Bowie, W.C. Fredenburg and W.S. Buell now constitute the directorate.

Among the other business transacted was the passing of a resolution expressing the regret of the Canadian members of the directorate at the severance of the association with the New York gentlemen now retiring. The resolution said, "We have always found them not only men of integrity, but genial companions, and has always been a source of pleasure."

Several of the New York gentlemen expressed their intention of continuing their visits to Brockville despite the fact that they have disposed of their interests in the railway.

**Tuesday 06/06/1911 Ottawa Journal Westport**

There is the prospect of an entire railway, with its station, roadbeds, rolling stock, docks, engine-houses and so on, being thrown on the market in connection with a suit under a mortgage entered at Osgoode Hall yesterday. The Knickerbocker Trust Company of New York is plaintiff and the suit is against the Westport and Northwestern Railway and Mackenzie-Mann and Company of Toronto, to recover \$450,000 alleged due on principal under the mortgage to secure the railway's bonds. There is also \$72,000 claimed for interest.

The mortgaged property is the railway formerly owned by the Brockville, Westport and Sault Ste. Marie Railway.

**14/06/1911 Brockville Recorder Westport**

Eleven tons of dynamite were carried by the B&W Railroad last Thursday to Crosby, to be used in the construction of the Belleville-Smiths Falls Railway line. NO passengers were carried on this trip.

**Friday 15/12/1911 Ottawa Journal Westport Delta**

From yesterday afternoon until tonight traffic was suspended on the Brockville and Westport Railway by an accident which occurred to the westbound express two miles from Delta. The spreading of the rails caused the engine and the baggage coach to derail and to go into the ditch, the crew and the passengers escaping injuries beyond a general shaking up.

The train was running at good speed when the accident happened and that there was not some loss of life is miraculous as the passenger list is unusually heavy on the western trip returning from Brockville.

**Friday 15/12/1911 Ottawa Journal Westport**

In the sale by auction at Osgoode hall this morning of the Brockville and Westport Railway, R.P. Ormsby, secretary for MacKenzie and Mann, was the purchaser and the price \$250,000. The road is 44 miles long and MacKenzie and Mann are holders of its bonds to the amount of \$422,000.

**12/03/1912 Athens Reporter Westport**

The worst storm in many years struck this place last Wednesday lasting until Thursday night, with hurricane force winds, snow and all roads were blocked. The B&W railway line was blocked until Saturday.

**06/08/1913 Athens Reporter Westport**

Thirteen coaches crowded with passengers passed through here, Washburn's Corners, via the B&W & CN Railway to spend the day at the park. Carloads of wood are leaving here via the B&W railway for Delta.

**Tuesday 03/02/1914 Rideau Record Westport**

Westport is running an excursion to Brockville tonight for the Smiths Falls - Brockville game.

**21/05/1914 Rideau Record Westport Westport**

The Mighty Hoag Circus will exhibit at Westport on June 6th. They will travel over the C.N.R. from Trenton and will continue along the same railway from Westport to Ottawa.

**07/03/1917 Athens Reporter Westport**

March came in with a foot of snow. The B&W worried along for a few miles, then stalled and the crews spent the night at Forthton.

**26/09/1917 Athens Reporter Westport Delta**

The large crowd of 5,000 persons at Delta Fair had an unexpected on its closing day. An aeroplane from Camp Mohawk became lost in the fog and got off course, then being almost out of gas, had to find a place to land. The pilot circled the fairground twice and then made a safe landing near the station. After obtaining a supply of fuel, he attempted to rise from the rough ground and crashed into the wire fence, breaking off the propeller. The pilot was not injured, but the aircraft had to be loaded on a large truck and taken back to base.

**06/03/1918 Athens Reporter Westport**

Due to the scarcity of coal, the Brockville-Westport train will only make one trip a day for a while.

**17/11/1923 Athens Reporter Westport Soperton**

A train derailed on Saturday 17 November 1923. Get copies of the newspaper articles on this.

**16/11/1926 Athens Reporter Westport**

Posing as hoboes yesterday, Provincial Constable S.J. Elliott and Constable J.M. Henderson, of the local police department, arrested George Thompson in "The Jungle" and took him to jail. The Jungle is the area about two miles west of town, just west of the trestles on the unused portion of the Brockville and Westport subdivision of the Canadian National Railways. Thompson is reported to have a record of considerable length in several places where he is wanted on theft charges. Thompson demonstrated his marksmanship, using a .32 calibre revolver with which he was armed. Thompson evidently smelled a rat as he and the disguised officers were sitting down to an afternoon meal in true tramps style. He was about to make his departure but the officers pinned his arms behind him. Nevertheless, he managed to get his gun from his pocket and had drawn a bead on Constable Henderson when the officers, using wrestling tricks that would make Zybsco envious, removed the gun from him

**13/08/1930 Athens Reporter Westport**

Board of Railway Commissioners decides for abolition of the B&W "Jitney" service.

**23/08/1930 Athens Reporter Westport**

The recent order of August 13th concerning the B&W "Jitney" was cancelled.

**10/12/1930 Athens Reporter Westport**

W.J. Curle, formerly Superintendent. of the B&W Rwy, died in Montreal.

**11/10/1934 Athens Reporter Westport**

**Lyn**

B&W Station at Lyn Closed

**30/04/1939 Athens Reporter Westport**

Dermott M. Cauley former B&W. station agent in the "teens" at Delta and Athens, died in Toronto.

**Monday 29/09/1941 Ottawa Citizen Westport**

**Forfar**

Brockville Sept. 28. The C.N.R. station at Forfar, Leeds county, was destroyed by fire early on Saturday, the occupants being barely able to escape in night attire. The cause of the fire is unknown and the agent carried no insurance on his property.

**12/03/1942 Athens Reporter Westport**

**Athens**

12 March 1942 Athens Station Destroyed by Fire The station at Athens was totally destroyed by fire. The cause of the fire was not known. It was first seen at 3 am by C.L. Hartley and Garfield Gifford, who put in the alarm. This was the first bad fire in Athens since the new fire engine was purchased, and it is believed the fire could have been brought under control, except that three 40 gallon drums of gasoline exploded, shooting flames 300 feet in the air. The new engine, driven to the scene by Robert Layng, did an excellent job, however. The Athens Reporter had to be printed on scorched paper that week, as the roll of paper had arrived at the station awaiting delivery on Thursday morning, and it was saved by Harry Todd and Don Fulford, although it was starting to burn at the time. The station was a total loss.

**11/06/1942 Athens Reporter Westport**

Joel McCulloch, for many years a popular conductor on the B&W Rwy died at Yarker.

**29/07/1946 Athens Reporter Westport**

W.W. Topping, 61, died in Brockville. He was a former station agent at Delta.

**17/09/1951 Athens Reporter Westport**

**Athens**

Strong opposition to the closing of the Canadian National Railway line (the Brockville and Westport) from Lyn Junction to Westport was registered at the regular meeting of the Athens village council. Reeve Guy Purcell and all councilors were in attendance at the meeting, at which the members agreed to send a representative expressing their views to any board or committee meeting held in connection with the line's closing. A copy of the resolution was voted to be sent to the Board of Transport Commission at Ottawa.

**Saturday 05/07/1952 Ottawa Citizen Westport**

Abandoning Old Rail Line by Austin Cross

Shed a tear for the old Brockville and Westport Railroad

Donald Gordon, president of the Canadian National, the company now owning the Brockville and Westport, applied for abandonment of the line. To this sad proposal the Board of Transport Commissioners have agreed.

Thus goes into history not only one of the most romantic railroads in Eastern Canada, but it also represents the mileage in the east for a long time.

The railway ambles seemingly aimlessly from Brockville to Westport. On the map it is represented as a straight line. Actually, no cow wandering across the countryside would choose a more meandering course. For instance, the Brockville and Westport, starts off for Westport by going due west for 5.2 miles. Yet later on, we find the B and W headed east, and crossing the Smiths Falls-Brockville highway at Forthton station. Here it is almost back where it started.

The line threads some famous communities. It touches one place called Athens. once upon a time this community was called Farmersville. Then they got a high school. Legend said that such grandeur went to their heads. With a high school they wanted a high falutin' name. Thus they chose the ultimate, the classical Athens.

Lyndhurst Had Mine

At Lyndhurst is located an old mine. It has had an interesting career. Run by remote control by Cornishmen, they once got suspicious of monkey business at Lyndhurst. So they sent a man out to investigate. He got as far as Brockville. This much is known. But the man disappeared somewhere between Brockville and Lyndhurst and was never seen again. Shortly after that the mine was closed down.

Then on to Delta. Here at what has been called Beverly they used to have open voting. A man was once killed here for voting the "wrong way", says the legend. Presumably he voted against Sir John A. Macdonald's party when Canada was a Union before Confederation.

Delta is a hallowed spot for Queen's men. For it was here that the famous Guy Curtis, renowned as the "conqueror of Yale", in an ancient and never forgotten football game, retired to look after his pigs after a glorious career on the gridiron. He was visited in the fall of 1921 and taken from his swine to return to Queens in triumph. Varsity beat Queens that day 24-1.

Consulted Witch

Not far from Delta is Plum Hollow. Here the witch of Plum Hollow used to make her auguries and people came a long way to consult the witch of Plum Hollow. But there is at least one Ottawa man who remembers Plum Hollow for another reason. When cars were hard to get a national agency here in Ottawa had faithfully promised a Citizen man a new car.

When he turned up to get it, the sorrowful smile of the agent told the news before the man could get it out:

"Sorry, the agent in Plum Hollow got your car, " he said.

At 35.1 miles from Brockville the B and W crosses the main line of the Canadian National from Toronto to Ottawa. Many people travelling to Toronto will recall this famous country junction.

Crosby, a station nestled in the woods not far from the Kingston-Ottawa Highway has been seen by many. Somebody lives in the station, and the unusual sight of lace curtains in a station is plainly viewed from a speeding car.

Height of Land

Finally before reaching the terminus comes Newboro. This is the height of land and, in the old days, ore was shipped down the waterway from Newboro to Lake Ontario and on to Ohio smelters.

Go the other way and one comes into the Upper Rideau and on to Ottawa. Thus Newboro offers a two-way waterway out of town.

Once upon a time the elegant Rideau Queen used to dock here and among the distinguished passengers to go through town was John Bracken, aboard the Rideau Queen on his way to his new job in Ottawa.

The Brockville Westport and Northwestern, to give the line its full and elegant name, finally comes to an end at Westport Mountain. The truth is that the old Brockville and Westport was trying to give the Canadian Pacific a run for its money. The B and W had tried to get a transcontinental franchise. But the franchise ended in a hill 44.5 miles west of Brockville.

R.I.P the B and W's transcontinental ambitions.

<http://news.google.ca/newspapers?id=3o0kAAAIBAJ&sjid=qt8FAAAAIBAJ&dq=canadian%20nationa%20railway%20brockville&pg=5588%2C866464>

Train Service Ending Arouses Fond Memories

Brockville, Aug. 26. Shed a tear for the passing of the old B & W. On March 4, 1888, the Brockville and Westport made its first run. On Saturday of this week it is scheduled to make its last trip over the lake-dotted, fertile farmland area that stretches 45 miles by rail from here to Westport.

As far as the Canadian National Railways is concerned, it is another short line running up deficits-going out of existence and making way for accounts to balance. It has chalked up deficits of \$400,000 during the past six years, including an amount last year of \$83,035.

To a few businesses that have continued during recent years to depend on it for transportation of livestock, cheese, feed, fuel, cement and the like, the abandonment of the old rail line is a hard blow. But for many of the villagers and farm families along the way, especially the old-timers, it digs deep into memories of the life and development of Leeds County over the decades.

The old-timers will tell you about the grandiose scheme for a St. Lawrence and Lake. Huron railway envisioned a century ago at a meeting- in Farmersville, long since known as Athens. The meeting came to naught. Many of the -- materials for an Italian crew to lay the line.

William Begley of Westport, who spent 39 years with B & W, .tells how he stoked that first engine for a period and then took over as engineer. And W. C. Baker, also of Westport, recalls the day he and his father were hailed as they, were crossing a road with a plow and so it happened that he turned the first -sod for the B & W. "That was in 18877," he says.

At Lyndhurst, Station Agent A. W. Hodgson called attention to the original steel rails with the lettering on each: "Cammell Sheffield Toughened Steel, 1886, ,P B & W & SSMR. Commented Conductor Moore "They used to say those letters stood for 'Bad Wages and Seldom See Your Money.' It was true, too. A lot of the tickets, too, were given in return for scrip. Course, prices in those days! Why, a woman back of Westport used to pack .a crock of butter at two pounds for a quarter, and down here at Crosby a man by the name of Culbert used to. sell eggs at three dozen for 25 cents. . Why, I used to stay at a hotel .in Westport for three dollars a week, and we had all homemade cooking including the bread. Huh, when "I got married I was -only making \$42 a month!

And work, I used to do more work in a day than I do in a month," he continued. In the days of the old woodburners I'd push in a couple of cords of wood, sit back and take a breath and go at it again. The winters we used to have! I've seen us take two days to go from Newboro to Westport; And the cold! There were no mitts.

or gloves, no goggles. Why, John Graham, the first engineer, never wore a mitt in his life.

"Those .were the days when Jim Mooney used to ride the cow-catcher on a chair. That's a fact. And there were no air brakes, only hand brakes, you'd go past a station more often than you'd stop at it. And the baggage cars, they were under six feet and had to bend to get about."

Conductor Moore remembers, too that a horse-drawn stage picked up passengers in Westport for Kingston. Horse-drawn carriages gathered up mail at the various stations and delivered it to tiny post offices. Here, hacks and hotel buses, waiting for the train to cross the teetering trestle long since discarded lined up to furnish, transportation downtown.

Not so today. A paved highway alongside has changed the picture. In the station here the other morning every one within earshot looked surprised when a .man at the wicket asked for "two tickets to Westport, return." It turned out that young Bill Askland and his dad were interested - in short line, single track, railroads. Bill said, his train, was an electric one. His father told us that the National Model Railroaders Association, Niagara Frontier region., was holding a convention here Oct. 3 and 4, and had considered a trip over the B and W.

"Have you got your seasick tablets?" Conductor Moore called out as I boarded the train. Besides Bill, his dad and myself, the only other passengers were a Dutch family who couldn't speak English, on their way from the Netherlands to Lyndhurst to the farm of Cecil McFadden, cattle drover.

Nowadays you wouldn't choose to go from here to Westport by train. The roadbed, seems to get bumpier as the train gets closer to Westport. Chugging along in the cab for a short distance with Engineer D.E.Moran demonstrating the controls of engine 86, some 40 years in service, you think it is rougher than riding a farm, tractor.

But 25, 30, 40, 50 years ago, people enjoyed riding on the B & W. Trains pulled out of here during the summer season with great numbers of fishermen and campers, many of them from the United States, bound for Charleston Lake near Athens, Upper and Lower Beverly. at Delta and the Rideau Lakes beyond.

Special trains made excursions to Delta for the famous merchants picnics of those days. Women all along the route used the B & W for shopping expeditions to this town and a good visit on the way. Monday mornings and. Friday evenings trains would be lively with boys and girls who attended high school away from home. A.E. Watt, station agent in Athens from 1918 until the beginning of this year remembers when the B & W had six trains a day, four of them passenger.

The last run? Maybe George T. Fulford, M.P., and a few officials will be on board. Says the conductor, It'll be the same as any other. And what'll we have left? A lot of fond memories.

30/08/1952 *Athens Reporter* *Westport*

A railroad which has been as much a part of this country as the scenic beauty and fertile farm land which stretches on both sides of its tracks will make its swan song this afternoon when the Brockville and Westport Railway ceases operations.

Over the original Sheffield steel rails laid in 1887, the B and W. will pull into Brockville on the last trip of a career which has functioned for 64 years. At the throttle will be Dan Moran, of Brockville. Lorne Hadbottle is the fireman and C.A. (Pete) Price the conductor.

It is expected that many of the curious as well as several district residents will make the last trip. The mixed freight and passenger train is scheduled to reach Lyn Junction at 4:05 pm Standard Time. It will arrive in Brockville shortly after 5:15 pm, Daylight Saving Time.

Sidney John Sully, agent at the end of the line retired from service last month. He was agent at Westport for 36 years.

By Austin F. Cross.

Leeds County said goodbye to the historic Brockville and Westport Railway Saturday afternoon. When old engine No. 86 wheezed to a stop in Brockville, one hour late, it marked the end of the run - forever. For the line, which started off so bravely back in 1888 to beat the Canadian Pacific, with the imaginative name of Brockville, Westport and Sault Ste. Marie, ended up a bad debt at Brockville station.

All along the line people came down to observe the obsequies of the old B.&W. When the engine blew that highball before she left the station at Westport, it sounded more like a funeral wail.

It Had To Go

But the old line had to go. As a railway it was a rail fan's delight, but as a business, it was a bookkeeper's headache. Rich in history, wealthy in scenery, loaded down with sentiment, she seemed to have everything - except money. Furrowed-browed men at 360 McGill Street, Montreal, decided they would wipe out this picturesque bookkeeping item. Next week, the wreckers move in.

The Brockville and Westport reputedly has cost the CNR about \$400,000 just to keep alive. It was sad its passenger figures ran to little more than \$100 take in a whole year.

Once the line boasted of six trains a day, of 10,000 passengers in a single sunup to sundown. But it has lived on in its memories, a legend while still alive. Bus and truck have dug the grave of the railway, and the Canadian National accountants have buried it.

Postcard Country

The Brockville and Westport ran for the most part through picture post card scenery redolent with deep forests and golden meadows, and bespangled with shimmering lakes. Its tracks cross streams of game fish, and Saturday afternoon many a tourist or fisherman paused and looked up to see the old mixed local go by.

It was fitting enough that a bed of flowers waved a wan goodbye from the trackside at Delta - they were forget-me-nots.

Interesting too was the race the rabbit gave old 86. For quite a distance its pacing paralleled the train. But in the fable, the tortoise beat the hare. On Saturday afternoon, the rabbit beat the tortoise-speed of the dying old train.

When Mixed Train No. 340, to give the formal, legal title, steamed into Westport Station, there was exactly one person on the platform. He stood leaning on his cane, in the respectful attitude a man would at the bier of an old friend. He was W.J. Begley. The cane he leaned on connoted the fact that old Bill Begley had brought the first train into Westport away back on March 4, 1888. "B.&W. 1887-1926" was the inscription. He had begun railroading the year before he had brought the first train into Westport.

A Diamond Stacker

"I brought the train in that day for the first time," recalled Old Bill, sadly. "She was a diamond-stacked wood burner, Old No. 3. Then I got coal burners and I held the run 'til I retired in 1926. I never thought I would see the last train on the line."

Stepping off the train was C.E. Hull, Newboro, who had drawn the cord wood for Old No. 3 back in 1888 at Athens.

"I just had to make this last trip," said Mr. Hull.

Down to see the last train, and arriving at the depot later on were Wesley Brown of Ottawa, well known in football and service club circles. Others included Mrs. Brown and Mr. and Mrs. Eddie Friel.

To get the train "Y-ed" around was the work of a minute. Conductor Clem Moore, 63, of Brockville, wore his uniform for the first time.

"A lot of people hardly knew me dressed up," he smiled.

The crew were taking their last run glumly. For though the quick stepping "con", Mr. Moore was grinning, you felt that back of the grin was a grimace.

Clue to the way some felt was that of Cleon Price, the regular brakeman. He didn't make the historic last trip. In his place the less emotional R.W. Morris was hustled down from Belleville to fill in the spot.

Up ahead were Dan Moran, Brockville, the veteran engineer and Harry Hutt, Belleville, fireman. In the baggage car was Irvine Gregson.

The Westport Station was a-bustle with activity. Stationmaster AM. St. John was getting out his papers. Symbolic of the last day was the empty ticket rack. The station had run out of tickets and when Leo Burkholder, Ottawa, sought to buy a ticket, from Westport to Crosby, there were no tickets. One had to be bought on the train.

A Busman's Holiday

Taking a busman's holiday was S.J. Sully, ex-station master, who on retirement was giving a convincing display of perpetual motion as he helped load express.

There were parcels for Shamokin and Jersey Shores in Pennsylvania; for Akron, for other far places. The old Westport station was winding up in a flourish.

Finally the clock hand slid around toward the vital minute. Conductor Moore, as was his wont, checked his watch against the station clock, then he went out and waved All Aboard.

When No. 86 blew the highball whistle, it was like a dirge to the town.

"I hate to hear that whistle blow," said Mrs. J.C. Stinson, daughter of former station master Sully. "I worked here with dad for seven years, and that old train has been part of my life."

Slowly, inexorably, the train started to pull out. This was no gala affair. Sad faced watched the four freight cars and the old oil-lit combination No. 7154 crawl out. Between grassy covering on the right-of-way, only the little thin old Sheffield rails were visible. Gradually the train picked up speed. It rounded the bend and the town was out of sight. Railroading in Westport was history.

MP On Board

On the train was George Fulford, MP for Leeds, who with his son made the last run. Leo Burkholder of Ottawa travelled the first eight miles to Crosby. Then he motored to Brockville and watched the train come in there.

On and off got passengers, taking that last sentimental ride. Perhaps the most interesting passengers were Bruce and Bob Tedford of Soperton. For the boys, it was their first railway ride. They had chosen the last trip of the old Brockville and Westport to make their first train trip. Accompanying them was George Harrington.

First stop was Newboro, where rails and ties for the old railway had been shipped in by boat to this point on the Rideau Canal in 1888. Down near Crosby, W.C. Baker, now of Westport, and taking the last ride pointed to posts where he had dug the original post holes with his father back in '88.

At Delta, fishermen paused to take a last look at the old train. Here the combined resources of engineer and fireman were needed to push the broken water spout back up where it belonged.

Here too, the railway picked up a car of maple syrup billed to Fort William. There was business to the dying gasp, along the old line.

It was at Delta that the forget-me-not beside the engine waved their blue-petalled farewell to the old mogul engine.

At Lyndhurst the train had acquired an oil tank car. Other business up and down the line included setting out a car of feed from Fort William for Athens; dropping a car of flour from Fort William also to Athens. All the way the train had a car billed to Schumacher, Northern Ontario, from Westport.

William Freeman, agent at Lyndhurst for 33 years, came down to the train. CFJR Brockville had a trackside broadcast. Finally induced to break silence was Conductor Moore who exclaimed, as he was hailed to the mike:

"Many's the wonderful I have had along here; many's the great time I have had with the Leeds County people; if I told it all I could fill a book."

Earlier Westport outbound passengers had been dropped. Mary and Donnie, children of Dr. F.R. Goodfellow, Newboro and the three Hagen children, Jean, Isabel, and Carmel had gone; also Mrs. J. Orville Forrester, who got off at Newboro. Gone too were Mrs. S.J. Sully, wife of the ex-stationmaster at Westport and Mrs. W.C. Baker whose husband had dug the railway post holes back in 1888.

Athens gave the last big turnout as hundreds saw the train switch cars and incidentally lose some of her scheduled time. But the crew were in no hurry. They seemed to want to make the final trip last.

Here at Athens it was recalled that one time, 10,000 passengers had passed through the town on the Brockville Westport (sic). It was a far cry to the last years when the old half-coach had run empty, more days than not. Athens prompted further reminiscence from Conductor Moore who remembered he fired old No. 3 before this century, getting slivers in his hand from the cordwood. His day's take-home was \$1.25 each and every day. A day merely meant 24 hours.

Just as the conductor had his books straight and his envelopes all sealed, there was a flag at Forthton for more passengers. Mrs. Talmage Grey, of Brockville said to a friend: "I guess we are all sentimentalists at heart." Also on at Forthton were Cecil Marshall and Gerald May. Other youngsters now on board were Eleanor and Donald Greenham in charge of their mother, Mrs. Ray Greenham of Athens. Final passengers picked up were H. Fennel and son. The train raced now for Lyn and the junction with the main line. A slow, methodical piece of railroading saw three switches thrown, and finally old 86 got on the main line. Here on the rock ballast, heavy steel, double track, the ancient engine suddenly acted as an old mare does when she begins to feel good. She got whooping it up and she roared down the high iron like the limited. Then she dropped her freight cars in Brockville's improbably named Manitoba Yard. She came back and coupled on. The one combination coach was all that was left of the last run. Even now she could not finish here day. A couple of slick smooth diesels whined across the tracks and No. 86 had to wait. Then with a final triumphant blast she rattled her way down to Brockville station. The conductor shook hands with George Fulford, his MP; the young brakeman had a date in Belleville that night and hoped he'd make it on No. 15, due soon. Sadly Engineer Moran took his 1910 vintage engine down to the roundhouse. That was the end.

*11/10/1986    Ottawa Citizen                      Westport                      Athens*

MEMORY PRESERVED: A larger than life mural depicting the arrival of a Brockville and Westport passenger train at the Athens (Ontario) station now graces one of the exterior walls of the town's local hardware store.

The work was done by artist Lorrie Maruscak as part of a project commissioned by the village council to make the municipality's history easily visible. The idea was borrowed from a similar project in Chemainus, British Columbia where no less than 16 murals outline the history of that town.

The mural features the original B&W station which was destroyed by fire during the 1940s. Its replacement, built by Canadian National, is now a residence about a mile away from its original site. The colours are accurate as is the station. The frame walls are painted red and the surrounding trim is in green and cream. Some artistic license has been used to depict the 4-4-0 type B&W locomotive and baggage car, but the overall effect is quite impressive.

Canadian National received permission to abandon its Brockville to Westport Branch in 1952.

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Canadian National received permission to abandon its Brockville to Westport Branch in 1952. (Branchline)

*01/06/1995    Brockville Recorder                      Westport*

BROCKVILLE AND WESTPORT, RESIDENTS COOL TO IDEA OF HIKING TRAIL: Residents of Leeds County, who live along CN's former Westport Subdivision, are cool to the idea of turning it into a hiking trail. Opposition is especially strong in the Westport area with farmers getting three of the on-line townships to pass resolutions opposing such use. It has been more than 40 years since the last train rolled over the Westport Subdivision which was dismantled in 1953. One would think that the passage of time would have ensured that right-of-way had completely reverted to the possession of on-line residents. This does not appear to be the case, however, with local newspapers reporting that Canadian National still owns that portion of the line between Forfar (junction with the now abandoned Smiths Falls Subdivision [Smiths Falls to Napanee] and Westport, a distance of approximately 8 miles. Between Forfar and Brockville, title for the land rests with on-line property owners. Bringing matters to a head was a recent Ontario Government announcement that it would identify and protect abandoned rights-of-way that have potential public benefit and turn them into either utility corridors or recreational trails. Way back in 1967, before hiking trails were fashionable, a similar idea was floated about the B&W. Local opposition also killed it at the time. (Branchline).

*09/01/2008    Brockville Recorder                      Westport*

B&W Railway history to be unveiled at Athens meeting

Westport Railway to a meeting of the Athens Heritage Society on Thursday, Jan. 17. Bob Moore of Richmond, ON, a noted railway historian who is a member of the Smiths Falls Railway Museum, has spent years researching the history of the B&W Railway, which transformed the character of the local community in the late 1800s and early 1900s. The B&W Railway was incorporated in 1871 and work on the 45-mile track between Brockville and Westport was completed in 1887. The completion led to a more ambitious, but ultimately failed plan, to expand the line to Sault Ste. Marie. Moore's presentation includes more than 100 historic photos with many stops between Brockville and Westport, including Athens, featured along the way. The B&W Railway was in operation through Athens from 1888 to 1952, although it went through changes in ownership and name several times and eventually merged with CN in 1918. It carried passengers, agricultural products and mail between communities and was considered a bridge between the St. Lawrence River and the Rideau Canal during the days before an adequate road system in eastern Ontario.