

Local Railway Items from Ottawa Papers - 1855-59

03/01/1855 Prescott Telegraph Ottawa and Prescott

Bytown and Prescott Railway

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

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

R. Hough, Secretary, Ottawa 2 January 1855.

20/01/1855 Ottawa Citizen Ottawa and Prescott

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

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

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

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

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

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

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

Ogdensburgh Republican.

20/04/1855 The Tribune, Ottawa Ottawa and Prescott Rideau River bridge

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

26/04/1855 Brockville Recorder Ottawa and Prescott Rideau River bridge

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

28/04/1855 Ottawa Citizen Ottawa and Prescott Rideau River

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

11/05/1855 Ottawa Tribune Brockville and Ottawa

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

14/07/1855 Brockville Recorder Kingston (CN) Brockville

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

11/09/1855 The Tribune, Ottawa Ottawa and Prescott

Editorial comment on Ottawa and Prescott.

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

Further editorial comment. Who goes free, many deadheads.

31/10/1855 Prescott Telegraph Ottawa and Prescott

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

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

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

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

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

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

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

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

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

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

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

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

06/03/1856 *Bytown Gazette**Ottawa and Prescott*

Letter from O. & P. Railway, 4 March.

Agreeable to a resolution of the Board of Directors of the Ottawa and Prescott Railway, authorizing the publishing of monthly statements of income in such papers as will publish same free of charge, I beg to send for your issue, which, if you will give it insertion as above will oblige.

John R. White.

Secretary

Earnings of the O. & P. Railway for the month of February 1856--\$3110 74

do 1855 \$1616 87.

Increase \$1493 87

Gazette then goes into a diatribe about free of charge and why not publish the expenses.

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

Report of Keefer - much illegible.

14/03/1856 *The Tribune, Ottawa**Ottawa and Prescott*

Bytown and Prescott Railway.

We hear of no road in Canada or the United States on which the cars have made such good work. The Grand Trunk cars have been now four days behind, and have lost several days during winter, while on this road only one day has been lost. The credit in this is in a great part due to the perseverance and activity of the Contractor Mr. James Goodwin, whose whole soul seems wrapt in keeping the track clear and the business world moving.

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

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

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

The construction of the Bytown and Prescott Railway, traversing the village of Prescott north and south, opening up a speedy and uninterrupted commerce with the Ottawa country, was a project which at first staggered the belief of many as to the possibility of its being prosecuted to completion; but the work is done, and we now behold the iron horse daily sweeping into the very heart of Prescott, and after taking breath, rushing back to the Ottawa, with the shrill whistle and trailing columns of smoke, the signals of arrival presenting a change pleasing to the eye, musical to the ear and cheering to the heart. How different from the spectacle presented by Prescott for a long series of years back in the smoky past. Nor is this all - The Grand Trunk Railway, the wonder of everybody, and the admiration of all, threading the village in an almost opposite direction, with all the paraphernalia of the best road on the continent, has already opened daily communication with Montreal, and is stretching away through the Upper Province, to bring to the doors her children and her children's children. More.

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

Brockville and Ottawa Railroad

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

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

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

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

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

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

09/05/1856 *The Tribune, Ottawa**Ottawa and Prescott**Kemptville*

On Tuesday evening last, the passenger car of the Express Train from Prescott to this city, a few miles from Kemptville, got off the track, and we are sorry to say that a most deserving young man, named James Baskerville, a resident of this city and employed as brakeman on the car, in attempting to jump off, got his leg entangled in the machinery, so that it was mangled in a most dreadful manner. On the train arriving at Kemptville medical aid could not be procured so that the poor sufferer had to be brought on to this city. -- died in hospital.

05/06/1856 *Brockville Recorder**Ottawa and Prescott**Kemptville*

An accident occurred on Tuesday evening last on the Ottawa and Prescott Railway, by which a brakeman named Baskerville, lost his life. As the express train from Prescott was proceeding on its way to Ottawa, when about four miles west of Kemptville, the locomotive ran over a cow. The brakeman was on the rear of the baggage car at the time, and as he stepped on the passenger car to put on the brakes, the "coupling" gave way and he fell between the cars. His leg was broken to pieces, and he was otherwise fearfully mangled. Life, however, was not extinct; and Conductor Whitney took the body on the locomotive as far as Kemptville, where he met the Accommodation train waiting for him to come up. He then placed him under the care of Conductor Daniels (on his way to Prescott), who returned immediately to Ottawa City with him, where medical aid was immediately procured. In spite of all that could be done, he died before morning. Prescott Messenger.

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

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

Thursday August 7 1856

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

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

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

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

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

It is a very old saying that "where a man's treasures are there will his heart be." Sam Slick also says there is such a thing as "human nature". Now with this as a truth, it will readily be believed that parties possessing properties in either the East or West wards would wish to see the Depot located to suit them. Number one is the first law of nature. Such parties should remember however, that there are many, such as the writer, whose only aim is the good of the whole. To this class, it matters not one farthing, where the Depot may be, provided it be within the limits of the town. The completion of the road is what they build their hopes of the town's progress upon, and to this end all their wishes tend and for this consummation all their energies should be bent. Neither is it of any importance to Lanark and Renfrew where the Brockville Depot may be located. All they are interested in is secondary and the interest of the road. They are willing that the locality be left in the hands of the engineer, and if in his opinion the West ward is best suited for the purpose, they are perfectly satisfied to adopt his views. Why the members of the Council should not be equally well satisfied to leave the matter in the hands of the engineer we cannot tell. That office is perfectly well aware that there are no funds to squander, and his character as an engineer being so far at stake in deciding the point, the cheapest and best locality will no doubt be his choice.

Respecting the position of the Directors who represent the town in the Directory, the people must have confidence in their honour that they will look after the interests of the town. No man fit to represent the town will hold such position if he is met, at every turn, with insinuations. When grants are called for they should be made freely, leaving their expenditure, to the care of the gentlemen who represent the Council at the Board. Unless this be done, there will be nothing but dissatisfaction.

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

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

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

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

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

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

The above was written previous to the proceedings of Monday evening.

From the statements made by the Lanark and Renfrew directors the public mind became very much agitated. Any act to jeopardise the Railroad was loudly scouted and members being fearful of an adverse action by the Town Council, decided to call a public meeting, lay the statements made by the Directors before the meeting and pass resolutions urging the Town Council to meet the calls made upon them by the Directors. To carry out this, bills were printed and circulated, calling for a meeting of the inhabitants for Monday evening at six o'clock, in order that the resolutions agreed might be ready to be handed to the Council when

they met the same evening. The usual hour for meeting of Council is seven o'clock, but on this occasion, being desirous of taking the wind out of the sails of the promoters of the public meeting, notices were issued calling the Council together at five o'clock – an hour before the time stated for the public meeting.

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

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

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

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

08/08/1856 Bathurst Courier Brockville and Ottawa

A meeting of the Directors was held in Brockville last week, at which it was decided to open an Engineer's Office in Smiths Falls, and that the next meeting should take place there. Mr. Dixon, the Engineer, was instructed to examine and report upon the most suitable place for bridging the Rideau river at Smiths falls; also to report on the most suitable place for a terminus at Brockville. Some little difficulty occurred at the meeting because the Brockville Council had not advanced their quota of the debentures, but we understand that the matter has since been put right.

Engineers are actively at work on the road and plans and specifications will be open after the 20th inst. Tenders for the work, in three to five mile sections, will be received until the 2nd of September next.

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

21/08/1856 Brockville Recorder Kingston (CN)

At the invitation of Sheriff Ruttan of Coburg and S. Keefer Esq., of the Grand Trunk Railroad, we enjoyed the pleasure of a ride on Saturday last, as far as Williamsburg in a car ventilated on a plan patented by Mr. Ruttan.

All who have travelled on railroads are aware of the annoyance arising from dust. They know that a mouthful of fresh air cannot be breathed in a crowded car unless by opening the windows, through which smoke and dust occasionally enter in quantities dense enough to all but suffocate the passengers. By Sheriff Ruttan's patent, those annoyances are likely to have an end.

It may be difficult to explain the principle of the new patent so as to make the reader comprehend it. At the end of the car on the roof, what is termed a receiving box is placed. This box is provided with two pairs of seld seating valves - these valves are placed so as to receive a current of air from whatever direction the car moves in. - the current opening one pair and shutting the other - the valves having all the appearance of small doors opening on hinges. The air enters by the open valves and is forced downward through a couple of flues along the bottom of the car along each side. The air is then carried over a tank in which is placed about 200 cubic feet of cold water. Over this tank are erected two upright dischargers resembling ornamental chimney tops. These dischargers have two openings, one towards each end of the car, placed about the height of a person's head when seated in the car. The quicker the car moves the greater the quantity of air forced into the receiving box, from which it is propelled over the water in the tank, (where it leaves all the particles of dust) up the dischargers, and the air is then discharged towards both ends of the car. There is thus a constant supply of fresh air regularly kept up, the air in the car being discharged every two minutes when the car is going at forty miles an hour. The foul air escapes at wire openings near the floor inside the car, and directly under the receiver box, and is carried off by a chimney, aftertraversing the whole length of the car. Dust is prevented from entering the cars by the windows by pressure of the air inside, which pressure is kept up by the air forced from the dischargers. Passengers, by this invention, enjoy a cool, somfortable ride, free from the unpleasantness attendant on breathing dust, smoke and foul air.

During the winter the dischargers are removed and a ventilating stove both heats the car and keeps the air pure, the heated air passing under the floor from one end of the car to the other, thus enabling the passengers to have their feet made comfortable by a constant stream of heated air.

On the short trip made in the company of Messrs. Ruttan and Keefer, we had a very excellent opportunity of testing the invention and we believe we express the opinion of all who witnessed that and a previous trial, when we state that Mr. Ruttan's patent is in all probability destined to be carried into general use in the railroads of Canada and the States, provided the invention can be put into operation at a reasonable expense.

The problem of ventilation has occupied Sheriff Ruttan's attention for a period of thirteen or fourteen years. He has spent thousands of dollars in experiments, and we sincerely hope that his present invention may meet all the desires of the public, and that the reward due to persevering labor may be speedily attained by the general adoption of Ruttan's patent for ventilating cars.

We may also mention that Mr. Keefer has made a suggestion to Mr. Ruttan respecting the situation of the dischargers. At present they occupy the space of a seat each. Mr. Keefer suggests to have them fixed close to the panneling of the cars, which would save the space occupied by them at present, and keep the current of air from discharging itself so near the heads of the passengers.

12/09/1856 The Tribune, Ottawa Ottawa and Prescott

The permanently established character of the Ottawa and Prescott Railway and the facility which it affords to the merchantile community in the transport of their goods is evident from the fact that in one year the traffic has increased 88 per cent in the past month over that of the corresponding month (August) of last year. - Quebec Chronicle.

18/09/1856 Brockville Recorder Brockville and Ottawa

Letter about the route.

25/09/1856 Brockville Recorder Ottawa and Prescott

The Prescott Messenger appears wrathly at out strictures on the purchase of the cars belonging to the Ottawa and Prescott Railroad by Solicitor General Smith. Our contemporary cannot, however, deny the fact, but explains it in this way. The Parliament granted two millions to the Grand Trunk Railroad. In this grant was included £100,000 in aid of the Prescott and Ottawa and Coburg and Port Hope Railroads. The £13,000 paid for the cars was part of the £100,000. More.

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

Section No. 2, T. Dilly for £4,377

- " 3, J. & T. Wood for 2,659
 - " 4 do 4,075
 - " 5, H.N. Sherwood for 3,244
 - " 6, Glibert & Co., for 2,681
 - " 7, do 1,529
 - " 8, do 7,339
 - " 9, J. Wardrobe for 1,719
 - " 10, do 2,566
 - " 11, Gilbert & Co., for 2,302
 - " 12, do 1,833
 - " 13, J. & F. Wood for 1,183
 - " 14, Milan & Urquhart, for 2,270
 - " 15, Gordon & Loomis for 2,428
 - " 16, Gilbert & Co., for 1,196
 - " 17, Middleton & Erskine for 2,992
 - " 18, do 5,132
 - " 19, Hector Munro for 5,479
 - " 20, James Goodman for 1,735
 - " 21, Carmichael & McNaughton for 4,574
 - " 22, Hector Munro for 4,421
- PERTH BRANCH
- " 1, Middleton & Erskine for 1,672
 - " 2, R. & J. Ryan for 2,450
 - " 3, do 2,341

Total amount for 80 miles £72,192.

--After a pleasant sail of 30 miles we reached the village of Pontiac-- This is the eastern terminus of the railway which extends thence to the navigable waters at Union Village, above the head of the Chats Rapids, a distance of over four miles. Pontiac is built on a rough uneven surface, elevated considerably above the river. It has sprung up mushroom-like, hastened, no doubt, by the construction of the Chats Canal at this place by the Government, and at which several hundred men are employed. Two years ago there was no dwelling place at this spot, now it contains over 500 inhabitants. The railway to Union Village passes right through the bush, over a rough, rocky tract of country. The excavations are not deep but they are chiefly through rock. The embankment is formed by what is termed by Engineers "cob work," built with heavy round timbers. Nearly one third of the line is formed of this description of work, and at some places it is raised to an elevation of 27 feet above the level of the ground. - It is truly a primitive line, having no side path or fence on any part of it, a circumstance which makes one feel a little shakey as the broad flat car, - which exceeds the line considerably in width, and thus overhangs the cob work - passes rapidly along the highest of the embankments. The cars are drawn by horses, which seem accustomed to move onwards as a brisk pace. One feature in connection with the road, worthy of notice, was the fact that captain Cumming, the energetic captain of the Emerald, took the reins in hand when the party had seated, and drove us at a rapid rate along this wooden road! And but for the skill he displayed in his locomotive power, I would have felt much more uneasy as we glided along the cobs.

After a run of 17 minutes we reached Union Village where we joined the Oregon, Captain Hilliard --

On October 27th inst., the Grand Trunk Railroad between Montreal and Toronto will be opened for traffic. People of Montreal to commemorate etc. More.

Brockville and Ottawa Railway

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

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

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

Blank terms of tender will be furnished either at Brockville or Smiths Falls where any other information can be obtained.

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

G.G. Dixon, Resident Engineer.

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

On Tuesday morning the G.T.R gravel cars started from Lyn with a number of workmen. Near Yonges Mills one of the wheels of a car broke, which caused the other cars to come into sudden contact with it. Three or four of the men became frightened and jumped from the cars, but unfortunately rebounded from the embankment and fell backwards on the track, when one of the men named Joseph Bend, was instantly killed by one of the wheels crossing his forehead.

Another man, named Patrick Moore, had his leg cut off near the knee joint and died in half an hour after from loss of blood. A third man received some injury, but on Dr. Edmondson arriving, who was specially sent for, the injury was found to be of a very slight nature. The deceased were both residents of Brockville; Bond we believe was a native of England.

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

Editorial - Tunnel or no tunnel.

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

Brockville and Ottawa Railway.

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

05/02/1857 *Brockville Recorder* *Brockville and Ottawa*

Editorial - The Railroad a Fix.

09/04/1857 *Brockville Recorder* *Brockville and Ottawa*

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

01/05/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

A friend who has just returned from a trip to Ottawa City, over the Prescott and Ottawa Railway, was so delighted with his trip that he wrote us a communication expatiating on the same, which we have not room to print today. He represents the road as in excellent condition, and as doing an amount of business highly encouraging. The Presidency of this Railway, under Robert Bell, Esq., with his kind, attentive and gentlemanly Superintendent, Benjamin French, jr., Esq., is the best possible guarantee of its stability, and of its doing all that the most fastidious or exacting could ask in the way of speed, comfort and security to both passengers and freight - Ogensburg Republican.

04/06/1857 *Brockville Recorder* *Brockville and Ottawa*

House has refused to extend the charter.

11/06/1857 *Brockville Recorder* *Brockville and Ottawa*

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

10/07/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

A discussion took place in the City Hall on Monday night, on the subject of interest due on the loan made by the City to the Railway, which must now either be paid by the Railway Company or by the citizens, to whom an additional tax of three shillings on the expound this year would be an unpleasant demand. One of the City fathers stated that Mr. Bell, the President of the Company, when requested to meet the payment, distinctly refused to do so, adding that he "held the reins of the iron horse and would drive it where he pleased". If it be his pleasure to drive away and leave the dupes in the lurch, whom he and other railway advocates led by misrepresentation and fraud to vote the loan of fifty thousand, it would be one of those acts which Robert Bell alone could be guilty of. It appears to us, however, that the money appropriated by the legislature to aid the road can be withheld until the city is secured. Some time ago we understood that no annual election of directors had taken place; the officers hold their places, however, and may be wholly irresponsible in law as they are in fact. It would be most unjust to place public money in the hands of such men, more especially as the financial affairs of the road have never been submitted to the stockholders or the public, and the general belief is that the high toned morality which distinguished other petorious corporations has prevailed in this. We believe that two or three Boston men hold preferential stock which controls the entire road, and how they obtained that stock, or what was the value received, we have not heard, further than a ferry boat which they took back at a loss of twenty thousand pounds to the Company. The nominees of three Boston men will handle the money, and if no account is to be given of the expenditure, better try some other plan of relieving the road with it.

17/07/1857 *The Tribune, Ottawa* *Ottawa and Prescott*

Mr. Robert Bell.

This gentleman comes out in the last Citizen over his own signature, denying that he ever made use of the words attributed to him in our last issue. Viz., "That he held the reins of the iron horse, and would drive wherever he pleased." The statement was made on the authority of one of the City Fathers. More.

30/07/1857 *Brockville Recorder* *Brockville and Ottawa*

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

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

26/11/1857 *Brockville Recorder* *Brockville and Ottawa*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

More.

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

The railway from the depot to this city is progressing rapidly. The tract is made from the depot to the barracks and a large party of men are now grading the road at the intersection of Barrack street with Ontario street. The track runs within about three feet of the sidewalk on the north side of Ontario street until it crosses Queen street to the shore end of Mr. Gildersleeve's wharf. Workmen are now engaged demolishing the buildings in the way of the line, which runs through Mr. Hendrie's water frontage and the Hon. John Hamilton's requiring the demolition of some one or more of the latter's stone houses. Men are also employed in filling up the water space between the Fish Market and Seabell's wharf in crib work upon which the track is to be made. Considering the shortness of the time since the work was commenced, it must be admitted the contractors have made reasonable progress.

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

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

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

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

23/12/1858 *Brockville Recorder* *Brockville and Ottawa*

The tunnel.

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

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

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

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

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

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

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

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

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

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

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

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

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

Perth to Smith's Falls 40cts
" Irish Creek 75 cts
" Bellamy's Mills \$1 20 cts
" Brockville 1 50 cts

Brockville to Bellamy's Road 37½ cts
" Irish Creek 85 cts
" Smith's Falls \$1 25 cts
" Perth 1 50 cts/

Rates of freight to Brockville and vice versa

First class goods...35 cts per 100lb.
Second " 25 cts "
Third " 18 cts "
Fourth " 14 cts "
Flour per brl 20 "
Pork per brl 30 "
Wheat oper bushel 6 "

Cement, fire clay and sand 25 cts per barrel.

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

Cattle and horses, per car load \$14

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

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

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

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

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

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

(first paragraph omitted)

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

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

RAILWAY EXCURSION.

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

--and come to Ogdensburgh, immediately opposite which place lies Prescott, one of the termini of the Ottawa & Prescott Railway.

This road runs two daily passenger trains each way, is in every respect a well appointed and well worked road, under the superintendence of B. French Jr., Esq., of Prescott, a most worthy and justly respected man. The train upon which we took our passage was conducted by E. Whitney, Esq., every inch a gentleman, a through (sic) worker, and has been connected with the road since its commencement. By this route Ottawa can be reached in about 10 hours from Watertown.

01/07/1859 The Tribune, Ottawa Ottawa and Prescott

Letter from Ottawa City Finance Committee to Robert Bell regarding requirement to pay unpaid interest on original £50,000 loan.

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

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

20/07/1859 The Union, Ottawa Bytown and Pembroke Ottawa and Arnprior

Editorial about the value of a railway between Ottawa and Arnprior.

22/07/1859 Perth Courier Brockville and Ottawa

CATTLE TRAINS.

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

27/07/1859 The Union, Ottawa Bytown and Pembroke Ottawa and Arnprior

Editorial about the value of a railway between Ottawa and Arnprior.

10/08/1859 The Union, Ottawa Ottawa and Prescott

Proceedings of City Council on the £50,000 loan to the Ottawa & Prescott Railway.

17/08/1859 The Union, Ottawa Bytown and Pembroke Ottawa and Arnprior

Editorial about the value of a railway between Ottawa and Arnprior.

17/08/1859 The Union, Ottawa QMO&O

Editorial about the value of the North Shore Railway.

24/08/1859 The Union, Ottawa Ottawa and Prescott

Speculation that city will be relieved of the obligation to pay £30,000 this year.

24/08/1859 The Union, Ottawa Ottawa and Prescott

More on the Ottawa & Prescott loan.

24/08/1859 The Union, Ottawa Bytown and Pembroke Ottawa and Arnprior

Editorial about the value of a railway between Ottawa and Arnprior.

26/08/1859 Perth Courier Brockville and Ottawa

OPENING OF THE RAILROAD TO ALMONTE.

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

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

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

This Road was opened to Almonte last month. A train leaves Almonte every morning connecting at Smiths Falls with trains from Perth, arriving at Brockville at 11.50 a.m. and at Perth at 11 a.m. More.

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

24/09/1859 The Tribune, Ottawa Ottawa and Prescott

Correspondence regarding the municipal loan.

04/10/1859 Ottawa Citizen Ottawa and Prescott

Ottawa and Prescott bonds. Court of Chancery 30 Sept.

11/11/1859 Perth Courier Brockville and Ottawa

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

11/11/1859 Ottawa Citizen Ottawa and Prescott Osgoode

In consequence of the negligence of the switch tender at Osgoode station on the Ottawa and Prescott Railway a slight collision took place on Wednesday last between the mail train north and the accommodation south, by which nothing more serious than the demolition of a couple of cow catchers and the detention of an hour and a half occurred. The trains are again running as usual.

16/11/1859 The Union, Ottawa Ottawa and Prescott

A slight collision upon the Ottawa & Prescott Railway occurred last week through the awkwardness or carelessness of a switchtender named Davis. Nothing serious happened Mr. Whitney the conductor, we regret to learn, was thrown off and slightly injured.

09/12/1859 Perth Courier Brockville and Ottawa Brockville

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