

Local Railway Items from Area Papers - 1856

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 Bathurst Courier Brockville and Ottawa

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

With respect to the charges of chiselling 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 chiselling 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.

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.

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.

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.

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.

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

Thursday August 7 1856

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

08/08/1856 Bathurst Courier Brockville and Ottawa

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

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

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

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.

21/10/1856 *The Tribune, Ottawa* *Union Forwarding* *Chats Falls*

--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 --

23/10/1856 *Brockville Recorder* *Kingston (CN)*

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

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

Brockville and Ottawa Railway

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

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

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

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

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

G.G. Dixon, Resident Engineer.

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

20/11/1856 *Brockville Recorder* *Kingston (CN)* *Lyn*

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.

27/11/1856 *Brockville Recorder* *Brockville and Ottawa*

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

04/12/1856 *Brockville Recorder* *Brockville and Ottawa*

Editorial - Tunnel or no tunnel.

11/12/1856 *Brockville Recorder* *Brockville and Ottawa*

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