

# Local Railway Items from Area Papers - 1858

*26/02/1858 Montreal Gazette Ottawa and Prescott*

The Ottawa and Prescott Railway, which has been in operation since December, 1854, was built by a company first organized in 1851. It 54 miles long, and two passenger trains run on it each way, daily. Its stock has not been a paying one hitherto, and shares have been lately sold at a few shillings each ; but now they are firmly held, and the road will probably be improved by the expenditure upon it of te 50,-000 granted to it last session by Parliament.

*26/02/1858 Montreal Gazette Brockville and Ottawa*

A railroad from Brockville to Pembroke is graded, and the iron, it is thought, will soon be laid. The company running it have also a charter for a line from Pembroke to the Georgian Bay, which, however, expires in May next, when the Ottawa and Anprior Railroad Company will, we understand, be entitled to assume the building of it. The existing railroad is a great boon to the district, and so will the future one be.

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*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 os to be shipped to Smiths Falls, as the Brockville council might rfeuse 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.

*23/04/1858 Perth Courier Brockville and Ottawa*

THE RAILROAD.

We understand that arrangements have been made for the purchase of four Locomotives for the Brockville & Ottawa Railway at the Kingston Foundry - two thousand dollars of each engine to be paid in Company's Bonds, and the balance in cash. These engines are to be delivered in July next. The Company have also the option of chasing four more engines on the same terms. These engines to be of the same quality as those manufactured at the same establishment for the Grand Trunk Railroad, which are said to be first-rate machines. We are glad to notice these signs of progress, and may indulge in the hope that at least a portion of the road will be open for traffic by the incoming Fall.

There a rumor here that the Court of Chancery has ordered Brockville Council to pay over to the Railroad their proportion of debentures on the estimates, with conditions guarding the interests of the municipality. If this be true, it establishes the legality of the Company's existence.

*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 "Chiselers" to account.

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

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

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

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

There were loud 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 thoct 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.

Gintlemin, 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. gintlemin, 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, gintlemin? Because (rest lost)

29/05/1858 *Montreal Gazette**Brockville and Ottawa**Perth*

Perth. Last week ground was broken for the first time here for the station ground of the Brockville and Ottawa Railway, and workmen are now busily employed in erecting the buildings. All along this road north of the Rideau the works are rapidly approaching completion, and doubtless in october next this portion will be in operation; but owing to the stubbornness of some of the Brockville Council, the works on the section of road south of the Rideau are stopped.

04/06/1858 *Perth Courier**Brockville and Ottawa*

## RAILROAD IRON

The Standard states that bills of lading of railway iron by eight vessels have been received, amounting to 2600 tons. Four of these vessels have already arrived at Quebec, and the iron is being forwarded to Smith's Falls. It is also stated that Mr. Crawford has purchased sufficient iron to lay the track to Arnprior; and that two engines will be delivered at Smith's Falls this week. The laying of the ties and ballasting will be commenced as soon as the engines arrive. We trust the statements may prove true.

11/06/1858 *Perth Courier**Brockville and Ottawa*

We understand that two Locomotives for the Brockville & Ottawa Railway have arrived at Smith's Falls - they are named the "Ottawa" and "St. Lawrence."

10/09/1858 *Perth Courier**Brockville and Ottawa*

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

29/09/1858 *Globe and Mail**Brockville and Ottawa**locomotive*

Exhibition of 1858 "two large locomotives from the manufactory of J. Morton, intended for the Brockville & Ottawa railway. [no other locomotives were exhibited]

**05/10/1858 Kingston Daily British Whi Brockville and Ottawa locomotive**

Prizes Gained by Exhibitor from this City and Neighbourhood - Locomotive passenger engine, Morton & Co., Kingston \$20; Locomotive freight engine, Morton & Co., Kingston \$20

**08/10/1858 Perth Courier Brockville and Ottawa locomotive**

We learn from the Rideau Gleaner that a new locomotive named the "Tay", for the Perth Branch of our Railroad, was landed at Smith's Falls last week, and is now on the track for Perth. A large quantity of iron had also arrived at Smith's Falls

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Two locomotives for the Brockville & Ottawa Railway, made at Kingston, took prizes at the Provincial Exhibition held in Toronto.

**04/11/1858 Brockville Recorder Brockville and Ottawa**

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.

**05/11/1858 Perth Courier Brockville and Ottawa**

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.

**18/11/1858 Brockville Recorder Brockville and Ottawa**

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.

**02/12/1858 Brockville Recorder Kingston (CN) Kingston**

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.

**03/12/1858 Perth Courier Brockville and Ottawa locomotive**

We had a visit last Saturday from the locomotive "Tay", which made its way within the limits of the Corporation. The track is now laid to within a short distance of the depot, and as soon as the switch rails are ready it will be completed.

**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.