

Local Railway Items from Area Papers - 1859

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 QMO&O

Editorial about the value of the North Shore Railway.

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

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

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.