

Local Railway Items from Area Papers - 1860

13/01/1860 *Perth Courier*

Brockville and Ottawa

RAILROAD TRAFFIC

Any man who would have predicted half a dozen years ago the amount of traffic that is done at the Perth depot, would have run a fair chance of being regarded as a fit subject for the Lunatic Asylum; but facts are stubborn things, and the vast resources of this section of the country are just beginning to be understood and appreciated. The depot grounds are fast filling up with vast piles of lumber, to be moved off in the spring, and should the sleighing hold good the ground will not be large enough to contain what is estimated to arrive – say some three or four million of feet. We observed at the depot the other day a large quantity of pressed hay, which had been brought up from Montreal and Three Rivers. Bringing hay from Montreal to Perth is rather a novel item of traffic, but it just shows the effects produced by railroads on trade and commerce, and in regulating supply and demand. Large quantities of oats are also arriving daily from Lower Canada, where they are very cheap in comparison to the high prices asked by farmers here. Hay being a somewhat short crop in this section of the country, has caused a run upon oats as a substitute, and kept up the price much above the real market value : but as supplies in any quantity can now be got from the East, there need be no apprehension of a scarcity.

The traffic on the road, we understand, is steadily increasing, as the trade of the country finds its way to this channel – showing a sound and healthy state of trade, which is not at likely to have any falling off, but rather a steady increase. The cash receipts for freight and passengers at the Perth depot for the next twelvemonths, it is safely estimated, will be over thirty thousand dollars – a pretty good business, by the way. Were the road but opened to Arnprior, it would be the best paying railroad in Canada. Perth is now, and we believe it will continue to be, the best paying station on the line.

24/01/1860 *Ottawa Citizen*

Ottawa and Arnprior

Ottawa and Arnprior Railway.

To the Editor of the Ottawa Citizen.

Sir - Is it not strange that our citizens should lack of enterprise so much as to sit quietly by and witness the benefits that result to us from our great staple trade shipping out of our hands by means of the Brockville and Ottawa Railway, that already carries most of the supplies for the upper lumbering country, not only from the west, but, with characteristic pertinacity, has entered on a competition for freights from Montreal through to Arnprior; and judging from the rates of charges offered, and other advantages, we may conclude that from this direction as great a falling off from our carrying trade will be felt as has already shown itself in the supplies from the western marts. And more than that, do our large merchants, who yearly clear their thousands from their commerce with the Lumberers. think that when these men find it best to bring their supplies through by way of Brockville, they will not occasionally make their purchases there ; and that because the merchants of that place, are not at present prepared to fully supply such wants, the enterprise that prompted the opening up of a new avenue for trade will not also meet the wants of it ? Rest assured it will, and large as has been the falling off in this department, it will yearly increase if not met by an offset. The retail merchants, too, have they failed to notice that the fall and winter trade has not been this season equal to what it was in former ones, leaving out, perhaps, the small increase of consumption in the city and neighbourhood on account of the greater population ? If they have, and seek the cause, let them ask the storekeeper of Almonte, Arnprior, Smith's Falls, or Brockville. if they have suffered from the times? They will say no, that money is plentiful with us (unless they happen to owe you an account), and we daily see people in our streets that were never in the habit of coming here to buy before the Railway was opened. Or enquire of the farmer that strays in occasionally from the same neighbourhood, why he does not come as often as he used to, to our market, and he will tell you that he has as good a market, and sometimes better, nearer home ; and to the question, why he does not buy as of old when he does come here? he will say that owing to the facilities for carriage of goods by the railway, the merchant at home is enabled to renew his stock oftener, and can give him goods nearly as low as we can ; and, besides, that they have retail Grocery, Dry Goods, Hardware, Drug and Jewelry stores, calling almost every day at their doors, under the charge of those generally successful salesmen, known as Yankee pedlars, and if of a sarcastic turn of mind. may add that strange to say this was not so before the railway was opened. And is all this nothing. - not even worth a struggle to obviate? If it is, what has been done? The wealthy County of Carleton has talked of macadamizing the roads through the county, but will that answer the case ? decidedly not. Such improvements are very much wanted, and will be very useful, but not as a means of coping with this competitor for our trade in any measure. We must, at least, offer equal facilities with those that exist on the other route, or greater. All will allow that what we want is an Ottawa and Arnprior Railway, but how are we to get it? - not by wishing for it. certainly. The county, although it would, I think, take stock to a large amount when the enterprise is opened under proper auspices, will scarcely take the initiative in the matter, and it seems to me that it lies in the province of the city, that will be most benefitted by it, to lead in the movement. To what means is New York indebted for her giant strides in the commerce of this continent but to her Clintons and Cornings, for her canals and railroads, and how did Chicago arise from a mere trading post to be a powerful competitor with St.Louis and Cincinnati, and finally outstrip them both, but by the untiring energy and enterprise of her Ogdens, Tracys and others, to whom she mainly owes her magnificent network of inland communication: and to come nearer home, is not the greatly increased prosperity of Montreal but the product of the rich diggings amongst the quartz of the St. Lawrence,- and the end is not yet. The Hon. John Young and the such men of Montreal were not satisfied with the great natural advantages which that city possessed, but bent themselves to their improvement, and see the result. Or would we have had the seat of Government located here if we had not had railroad connection with the St. Lawrence, and is not that and its successful continuance under the management of our own citizens mainly owing to the energy and perseverance of the men that took it in hand. These giants in a city's growth of course met with opposition in their path, and in each case from the very people to whom the greatest benefit resulted, and they had to struggle against - almost impossibility. There are men, in our city, who will sneer at the project of an Ottawa and Arnprior Railroad, and say that the cost will be more than it is worth, or that the traffic will never pay for building the road. Well. if we allow for the sake of argument that the latter might be the case, I think that, by comparison with other cases, it may be proved that the increase in value of property within a parallel line of ten miles on both sides of the road, will pay for its cost of building, but, as even a conviction of its truth, will not lead the owners of said property to build the road on those terms we must look for the carrying-out of our project in the usual manner. What we want is a De Witt Clinton, a John Young or a Robert Bell to take the matter in hand - a person who has energy and ability, and who will not be deterred by obstacles of any kind, and who has influence sufficient to interest capitalists of our own city and others, the former with the necessities of the case, and the latter with the manifest profits to result from such investment. En passant, I will say that I heard a gentleman of means, whose name I now forget, state that if half the stock was taken here he would engage to sell the balance within New York State.

It is time that our citizens understood the necessity of prompt action in this matter; the longer we delay the more difficult it will be to overturn and outstrip the then established results that follow the opening of the Brockville and Ottawa Railroad. We have been too long resting satisfied with our position, while the battle has been fought and won for the time by the merchants of Brockville; yet there were some of our citizens so blind as to think that no injury has resulted from the inroads of the Brockville merchants and Yankee pedlars, but if they watch closely and note events, they will observe it, bye and bye, more particularly when that road is finished through to the Ottawa River.

In conclusion, I would hope that someone will take the task in hand, and that these few unconnected thoughts may tend somewhat to the waking-up of slumbering enterprise in this very important matter, and not leave us open to the charge that we are resting satisfied with the precarious advantages to result from a metropolitan position, while our more insignificant neighbors are carrying of the solid prizes.

SENTINEL.

For the past year and a half we have constantly agitated for action in relation to this road. On many occasions we have been subjected to abuse for our advocacy in this matter. The startling effects upon the trade of this city, through the opening of the Brockville Road, are now developing themselves and the warnings offered the public are now appreciated. The wretched mismanagement of our local affairs has thrown back our trade seriously. The outlay on the Public Buildings alone protects our city from ruin. Our merchants and our railway managers could speak feelingly, we believe, of the falling off in business. We hope some energy will now be exhibited to push this road through. The work may be commenced in three months if ordinary exertion is made.

03/02/1860 *Ottawa Citizen**Ottawa and Prescott**Ottawa*

SERIOUSLY INJURED - A man whose name we did not learn, was seriously injured at the railway depot last Monday morning. While attempting to stop a span of horses frightened by the locomotive, he was thrown to the ground and severely injured about the head. It was since truly reported that the man had died.

09/02/1860 *Brockville Recorder**Brockville and Ottawa*

In relation to Messrs. Taggart and Foster's contract for the erection of Railroad buildings at the river terminus and respecting which considerable discussion has taken place, we publish a letter from Mr. Foster which we find in last week's Monitor. Unless the new contract is bungled as others have been, there will be a decided gain to the town by a new arrangement. By the old contract the buildings would cost at least \$4000 over the sum retained by the town. The new contract will ensure their erection for the amount retained by the town, beside giving increased accommodation for engines and workshops.

Sir - In looking over your issue of the 28th inst. I noticed an article headed "Mysterious Business" in which you accuse Mr. Dana of wanting to pay Taggart and Foster \$2,700 for what they had contracted to do for \$400. As I believe it is generally held that the interests of the town have been advocated by Mr. Dana in Railway matters, I ask of you an insert of the facts connected with this matter so that the public may judge as to the truth of your assertions. A tender from Taggart and Foster for the construction of the Station Buildings at Brockville was accepted by the Railway Company. As it was not known at the time where the buildings would be located, and consequently what amount of work there would be to get a foundation, the tenders were only taken in bulk sum for the work above rail level, and any work below rail level we were to do at a schedule of prices attached to the tender. Our offer for the Engine House above the rail was \$15,000; we were afterwards asked to give a bulk sum at which we would do the work four feet below the rail, assuming that the foundation would be in earth. This we did and the sum of \$4,975 was made. At the time the offer was made the Town Council were refusing to pay any estimates of the Railway Company and the work was not proceeded with in September 1858. However, the arrangement was made under which the Town retained sufficient funds to complete the buildings according to our tender and it was agreed that they be located south of Water Street. We were then (illegible) to proceed with the work. But Mr. Dixon, instead of placing the Engine House on an earth foundation decided to place it partly on Block House Island and partly in the river. This involved the necessity of revising our tender as the position of that building would be different from what was anticipated. We finally agreed to build it as located by Mr. Dixon for \$400 over and above our original price provided that a certain amount of rock that we were to excavate if the island filled up the part of the wall that was in the river--

14/02/1860 *Ottawa Citizen**Ottawa and Arnprior*

Ottawa and Arnprior Railroad.

To the Editor of the Ottawa Citizen.

Sir,- will you allow me the privilege of a little space in your journal, to discuss the necessity of the construction of the Ottawa and Arnprior Railroad.

The fact is so generally admitted that the growth of our city depends, in a great degree on the internal improvements centering here that it is not necessary to offer any remarks in argument on that question. It is also a fact, though it may not be generally admitted, that there has been no period in the history of our city, when unremitting attention to railroad extension from this point through the fertile lands of our own and adjoining counties was more imperatively demanded for the protection and advancement of our own interests than at the present time.

Since the opening of the Brockville and Ottawa railroad to Almonte, it is quite evident that we have lost a large amount of business among which we may mention provisions, groceries and manufactures. These results, together with the importance of our manufacturing interests, should be of themselves incentives sufficient to move our citizens to immediate and vigorous action. The completion of the railroad to Arnprior will be a link in opening new and important markets for our manufactures and greatly increase our provision, grocery, dry goods and hardware business.

Another reason, and a very important reason, too, why there should be prompt and energetic action, is the unrelenting, and, in a great degree, effective efforts which are being made by the citizens of Brockville, to secure the trade of the great Ottawa Valley, which Ottawa, with her valuable and rapidly increasing commerce, and soon, her equally important manufacturing interests, has heretofore, and, to a great degree, still controls. We cannot expect to remain comparatively idle and at the same time, retain our position. Railroads have diverted trade from natural channels, and this they will continue to do, and in order to open up new markets for our manufactories, and secure the trade of the surrounding country, we must have railroads. Our Brockville friends will soon have a railroad connection with Arnprior, and will, in all probability, construct the road to Pembroke, - as they will then get a share of the four millions of acres of land granted to the Quebec and Huron Railroad. Our citizens have within their reach all the advantages which our Brockville rivals are endeavoring to gain! And more so, as we will get a share of the land for the construction of a road to Arnprior. Will they be secured to us, or will they be allowed to pass from us without a struggle? If the former, it will only be accomplished by vigorous and effective efforts. If the latter, we have only to fold our arms, and consider ourselves secured by our natural advantages.

If the Arnprior road was only completed, it would be one of the most important improvements that ever will extend from our city,- running, as it would, through some of the richest land in Canada, and tapping the principal roads of our county, and in Renfrew thus bringing a very large amount of business to the city that would otherwise go to the south. The Ottawa and Arnprior railroad will form a link in the great chain of roads which, in time, will connect the Pacific and Atlantic oceans, and bring throughout the country the trade of the Celestial Empire. Independent of any connection with such a work as that alluded to, it would be a link of very great importance to the trade of the city, in the projected road from Quebec to Lake Huron.

The prospects of this road ought to be decidedly encouraging. Being conversant with the resources of the township's it would traverse, I think that ample stock can be secured from the county and city to push the road. The road will traverse a beautiful and fertile country - everywhere susceptible to the highest cultivation - crossing, in its route, the valleys of the Carp and Mississippi rivers, and that of the Madawaska all famed as unsurpassably rich and productive. I doubt whether any line, of equal length could be projected in the country, with less engineering difficulties, and for less money. The road in its course will intersect, at eligible points, different important roads, which must necessarily throw upon it an amount of business that it would now be impossible to estimate. That it will prove a most productive stock, all must admit, who are familiar with the country through which it will pass, and that it should be pushed forward to completion with energy and vigour, every person in the county and city ought to desire that a bill of incorporation be immediately brought before the legislature at its meeting, and the directors named and ere long you will see the Iron Horse passing to and from the city and Arnprior.

Yours, illegible

Ottawa, 9th Feb, 1860.

29/02/1860 *The Union, Ottawa**Ottawa and Prescott*

Report on Ottawa and Prescott annual report.

KILLED BY THE CARS - An accident of a very melancholy character occurred yesterday at the depot of the O. & P. Railway in this city shortly after the arrival of the afternoon train. Amongst two or three lads who mounted the cowcatcher to have a ride while the engineer was making up his train for the morning run, was one David Kiddie, 12 years old, who losing his hold fell under the wheels of the locomotive, and was instantly killed. One of his arms was fearfully mangled and his skull fractured, and a hole made in his body through which protruded his entrails. The remains of the unfortunate lad were removed to the residence of his parents in the vicinity of the depot, where an inquest was last night held, and a verdict returned in accordance with the facts. No blame is attached to the engineer, who cautioned the boys against getting on the locomotive, and did not observe them disobeying his injunctions. We hope this sad affair will be a warning to those boys who nightly crowd around the engine on the arrival of the cars, and elude the vigilance of the employees of the company to jeopardize their lives.

12/04/1860 *Kingston Daily News**Ottawa and Prescott*

The Prescott Messenger says the earnings of the Ottawa and Prescott Railway show a steady increase since the commencement of the present year, averaging some twenty per cent. The company have made contracts for transporting over their line the sandstone from Ohio, to be used in the Government buildings at Ottawa, which will add materially to their receipts. At this rate of progress it cannot be many years before a fair dividend will be able to be paid to the stockholders.

09/05/1860 *The Union, Ottawa**Ottawa and Prescott**Sussex Street*

About four o'clock, on Monday morning, the Railroad Depot Buildings of the O. & P. R.R. Co., were discovered to be on fire by the Watchman in charge. Before adequate assistance could be obtained, the buildings and four cars, loaded with freight, were consumed. The loss is about \$15,000, of which \$5,000 will fall upon the R.R. Co., the remainder being stock of our City Merchants. C?? Patterson is now engaged in an investigation as to the origin of the fire, and we ?? insinuating incendiarism pending the investigation.

11/05/1860 *York Herald**Ottawa and Prescott**Ottawa, Broad Street*

Ottawa Railway Station Destroyed.

Yesterday morning about 4 o'clock, another fire occurred in Ottawa, by which the Railway Station, together with five cars of merchandize, were totally destroyed. The station was of small size and not worth much, but the contents are said to have been valuable. Mr. Hargreaves, of Hamilton, we regret to learn, has lost a large quantity of hams: and Mr. W.M. Mathieson, a barister of this city, who, intending to commence practice in Ottawa, had sent his law books forward, is also a sufferer. The fire is thought to have been the work of an incendiary. Two men employed in the erection of the new Parliament buildings have struck for higher wages, and, as the contractors resist their demands, have, it is said, threatened to burn the city. To one of their number the destruction of the depot is attributed.

11/05/1860 *Brantford Weekly Expositor**Ottawa and Prescott**Ottawa*

The depot of the Ottawa and Prescott Railway was destroyed by fire on Thursday morning last. Property to the amount of 15,000 dol. Was consumed. No insurance. Supposed to be the work of an incendiary.

12/05/1860 *Ottawa Citizen**Ottawa and Prescott**Ottawa*

THE FIRE INQUEST - The investigation instituted by coroner Patterson for the purpose of eliciting information concerning the burning of the Railway storehouse last Sunday night, has not yet terminated, although it has now been going on four days. We are told that the evidence thus far, without criminating any one, leads to the conclusion that the fire was caused by an incendiary. We forbear comment till the jury concludes their investigation.

12/05/1860 *Ottawa Citizen**Ottawa and Prescott**Ottawa*

EXTENSIVE CONFLAGRATION

Ottawa and Prescott Railway Depot Burned Down

\$15,000 WORTH OF PROPERTY DESTROYED

SUPPOSED WORK OF AN INCENDIARY

About half-past four o'clock yesterday morning the bells from the tower of the Catholic Cathedral pealed forth the alarm of fire; and soon those citizens, who promptly answered the dread summons, discovered that the temporary depot of the O. & P. Railway was in flames and rapidly being consumed. The delay in making the general alarm gave time for the devouring element to envelope the building in a mass of flame, through which it was impossible for those arriving to pass in order to save the valuable contents of the building. The night watchman in charge, however, succeeded in saving most of the account books and papers in the freight office, which was situate in the eastern extremity of the building; with this exception little of value was saved from any portion of the building, in which a large quantity of goods had been stored. From the burning storehouse the flames soon communicated with a freight train numbering fourteen cars, and mostly filled with valuable merchandise which had been run up to the storehouse for the purpose of unloading. Soon as the cars took fire a determined effort was made to remove them from their dangerous proximity to the burning building by those present; but, although the effort was in a measure successful, four cars out of the fourteen were completely destroyed ere the work of removal could be completed. By this conflagration our city merchants and others have lost property to the value of over \$10,000, and the Railway Company to the amount of not less than \$5,000; on none of which was there any insurance. The \$10,000, however, we are glad to say, is distributed amongst some forty individuals; and although falling heavily on not a few of them, still it is better than if the misfortune had to be borne by one or two. We are unable at present to particularise the different losses, or even to individualise the respective sufferers; but after investigation which is to take place today, we shall probably be in a possession of full particulars. That the fire was [sic] the work of an incendiary there seems to exist not the slightest reason to doubt, for the night watchman, who is an old and tried servant, asserts that no appearance of fire could be discovered five minutes before the flames burst out. We regret to learn that several persons, instead of rendering assistance in extinguishing the flames busied themselves in securing such articles of value as escaped the flames in a whole or partially damaged state. We hope a rigid investigation into the origin of this calamitous fire may be made to-day, and that the incendiary or incendiaries who applied the torch may be discovered and punished as the crime deserves.

12/05/1860 *The Tribune, Ottawa**Ottawa and Prescott**Sussex Street*

At an early hour on Monday morning the inhabitants of this city were roused from their slumbers by a cry of fire. A glance in the New Edinburgh direction discovered to us that the fire was in or about the premises of the Ottawa & Prescott Railroad Company. Proceeding to the spot we found the station buildings enveloped in flames. It was evident that any attempt to save the buildings would prove fruitless. The flames soon communicated to the cars of a freight train which was in close proximity to the station, and despite the efforts of the citizens to save them, four out of the fourteen were burnt before the train could be removed. The Station House and cars were filled with valuable merchandise, and the loss incurred in consequence is very serious. It is estimated at about \$15,000. This loss is distributed among several parties to whom the merchandise belonged. The O. & P.R.R. Co. lose about \$5,000. There was no insurance on any of the property consumed.

19/05/1860 *Ottawa Citizen**Ottawa and Prescott**Ottawa*

THAT FIRE INVESTIGATION - owing to the illness of Coroner Patterson, the investigation into the cause of the fire at the Railway Depot has been postponed

Here is a Brockville Recorder article on the opening that was reprinted in the Perth Courier of May 25, 1860 and establishes the opening of the tunnel for revenue traffic as being on Wednesday, May 16, 1860.

A NEW ERA.

On Thursday last, some little excitement was created in Brockville. On the previous day, the first lumber-laden cars were conducted safely through the tunnel, and left with their loads on the railroad wharf ready for shipment. This announcement may appear but a simple matter, and yet it conveys to the world a most important fact — the completion of a railroad connection between the Ottawa and the St. Lawrence. The eleven cars which passed through the tunnel on the day mentioned, are the pioneers of a trade which must eventually increase to an almost unlimited extent.

That this idea was entertained by the populace was plainly discernible on the smiling countenances of every visitor to the wharf, and this feeling, we believe, was shared in by the Brockville Artillery Company; because on Thursday their field piece was drawn from its quiet resting place to the market square in honor of the event, where it was made to open its mouth in condemnation of the old block-house which has so long crowned the pinnacle of the island in front of the town, which is now being levelled to afford wharf accommodation to scores of vessels which must ultimately arrive here to be freighted with sawn lumber from the Upper Ottawa regions. The block-house, however, was not to be easily demolished, and after firing seven shots, and sending seven balls through the massy timbers Of the "ancient fortress" without doing a great deal of damage, the Artillery desisted from their ball practice, and left the block-house to be "brought low" by some speedier mode than could reasonably anticipated through the instrumentality of a nine pound ball. The firing and the crowd, however, served to turn the occasion into a sort of "little jubilee" in honor of the opening of the tunnel for lumber traffic.

On Monday evening, a little after ten o'clock, the whole heavens became illuminated, as if a city had been fired. Great consternation prevailed, and a vast running to and fro occurred, till the people had satisfied themselves as to the cause. The old Block-house was enveloped in flames, and its stout timbers which had withstood the shock of our artillery speedily fell before the devouring element. Of course, the cause of the fire is a mystery - a great mystery. There is one fact connected with it, however the island is to be levelled, and the leveling process could not be completed so long as the old Block-house reared its head on high. Less danger was to be apprehended from burning than blowing up; consequently a calm night occurred and the old Block-house was burned down. -Recorder

26/05/1860 *Ottawa Citizen**Kingston (CN)*

A ROYAL CAR - we had yesterday the pleasure of inspecting what we may well call a masterpiece of art, in the shape of a railway carriage, built, as we understand, by the Directors of the Grand Trunk Company, for the use of his Royal Highness the Prince of Wales, while travelling on their road. The carriage is divided into a handsome, roomy salon, two sleeping apartments and an ante-chamber: all finished in the most elegant and costly manner and wanting and nothing which can conduce to the comfort of the Royal traveler. The exterior of this beautiful carriage, save in the superior character of the painting, differs very little from that of the ordinary first class cars in use on the road. The interior, on the other hand, is perfectly unique, alike in essentials and in decoration; the doors and walls of the different apartments being all beautifully panelled in highly polished black walnut wood, and the ceilings in bird's-eye maple, with broad gold borders. The body of the carriage was, if we are not mistaken, built in the company's workshops at Point St. Charles, but the interior was executed by Messrs. Jacques and Hayes of Toronto, to whose skill in cabinet work it does infinite credit. His Royal Highness, as is well known, has been a great traveller during the past year or two, but we doubt whether he has ever been accommodated on any European railway as he will be in this elegant specimen of what Canadian art and skill can produce from the beautiful indigenous woods of our country.

26/05/1860 *The Tribune, Ottawa**Ottawa and Prescott**Sussex Street*

The inquest into the late fire at the Railway Depot concluded its investigation on Saturday last, seven of the jurors returning a verdict of incendiarism, we presume, in the total absence of all proof as to the cause or origin of the fire. Our contemporary, the Citizen gives the following version of the affair, requesting us to make a note of it a la Captain Cuttle:

Incendiarism: The jury empanelled to inquire into the origin of the recent fire at the Railway Depot have come to the conclusion that the said fire was the work of an incendiary. Will the Tribune make a note of this?

Complying with all due courtesy with our contemporary's request, the only note-worthy point in this announcement is the significant suppression of the fact that five of the jurors refused, in the absence of all proof of the facts, to return a verdict not in accord with the evidence before them. It would have been more ingenious on the part of the Citizen to have declared at once the true state of the case, as better suited to the interests of the city, even if he had committed himself to a foregone conclusion as to the cause of the fire, which it is evident he arrived at by the same delightful process of induction as the seven intelligent jurors. If it would not be too much troublesome a task our contemporary had better give the evidence on which those lights of the age founded their decision, especially as the incendiary is represented by that convenient person, Mr. Nobody. The principal witness on the occasion was the watchman at the depot. His evidence amounted to the fact that the fire originated in the store immediately adjoining the ticket office, in which he kept watch, and had a drunken friend reposing at the time. In the said store there were some fifteen barrels of big wines leaking, and at least one barrel of camphene or burning fluid; and in making his usual rounds, the watchman had been in the store with a lantern some short time previous to the fire being discovered. It is hardly necessary to go into his statement further than to notice the fact that some five or six minutes previous to the outbreak of the fire three men came on to and passed along the platform on which the stores and offices were situated, and passed the watchmen, walking at a rapid pace. He states he followed them for some seventy yards, and on his return saw smoke issue from inside the store, his friend the drunken man being profoundly asleep all the time. A smart explosion followed and he endeavoured to save the books of the establishment, in which he was successful. As regards the three men, he says he heard their steps from the moment they put foot on the platform, a distance of fully two hundred feet where he sat at the door of the Office, and it is hardly likely they could be setting fire to the store within thirty feet of him, without hearing or being aware of their proximity.

We are perfectly alive to the loss sustained by the Railway and the public on this occasion, and sincerely sympathize with both; but it is a false poehey to jeopardize the good name of a community for the purpose of screening the mismanagement, carelessness, or misfortune of individuals, such conduct being alike injurious to private as well as public interests, affecting the credit of out business men and bringing the character of the city into contempt.

The public have no reason to be satisfied with the result of the inquest or the consequences likely to flow there from; and we trust the President of the Railway, as well as the Mayor of the city, will take such steps as will throw more light on this mysterious occurrence, in which the hand of an incendiary cannot be traced. The evidence given before the coroner furnishes groundwork for a searching investigation by parties unprejudiced by local feelings; and it is as necessary for the fair fame of the city, the character of the Railway management, and the prospects of our businessmen, that such inquiry should be neither delayed or obstructed. The city authorities should take immediate steps in the matter, as the affair is now in as unsatisfactory state as before the investigation.

We repeat again that there is so far not a shadow of evidence to warrant the conclusions arrived at. Of this the Citizen may make as many notes as he pleases. At the same time we would recommend the perusal of the moral law bearing about false witness, to his consideration.

THE RAILROAD AND THE LUMBER TRAFFIC.

Having occasion to visit Brockville the other day, the writer took a walk over the wharfage and station grounds of the B.&O. Railway in front of the Town. The work is progressing favorably, the tunnel is opened through, and the wharfage will very soon be completed. But looking at the extent of the wharfage accommodation in connection with the vast amount of sawed lumber that is destined to pass over the road, and which will require to be stored at Brockville, there is evidently nothing like wharfage accommodation enough. There should have been at least ten acres of storage room.— The present wharfage cannot contain one-tenth of the lumber stored at the Perth Depot, and this will be nothing in comparison to what will come down from the Ottawa when the road reaches Arnprior or Roddy's Bay. The lumber traffic has evidently been sadly miscalculated, and the impression appears to be gaining ground that the building of the tunnel was a grand mistake, as had the western route been taken, any amount of station ground could have been got. However, when the present wharfage is all completed, there will be more room and better accommodation than at present.

The work is being pushed on beyond Almonte, and every effort will be made to reach Sand Point this Fall. The business of the road is good, and we understand is paying well.

14/06/1860 *Brockville Recorder**Brockville and Ottawa*

Editorial - Debentures and Interest Money.

10/08/1860 *Perth Courier**Brockville and Ottawa*

MAN KILLED ON THE RAILROAD

We learn from the Gleaner that a man named Luke Haly was killed on the B&O Railroad a short distance above Smith's Falls, one day last week. He was returning home from the village along the track, when a gravel train came up behind him. When first seen he was walking on the side of the track, out of danger, but as the train got within a few rods of him, he stepped on the middle of the track immediately before the locomotive. The whistle was sounded, the brakes put on, and the engine reversed, and the engineer ran out on the platform and shouted to the man, but all of no use — he was run down and horribly mutilated. — Haly was very deaf, which accounts for his not hearing the train and he had been repeatedly warned to stay off the track. No blame whatever attaches to anyone connected with the train.

04/09/1860 *Montreal Gazette**Brockville and Ottawa**Brockville*

Arrival of the Royal party at Brockville. (excerpt)

The Mayor and Corporation, the Warden and County Council, as also other functionaries, Fire Companies, with their engines and about 10,000 people, had consequently been waiting, and most with exemplary patience.

In front of the station, a platform covered with tapestry carpet, had been built and roofed in with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains. There were six triumphal arches, chiefly green spruce trees, in various parts of the town. It was fortunate that preparations had been mad for an illumination, for it was dark when the train arrived. Lanterns and locomotive lights were placed all around the tent and the firemen set fire to their torches, of which there were at least 300. The merchants lit up their windows and the night was almost converted into day.

08/09/1860 *Ottawa Citizen**Brockville and Ottawa**Brockville*

Visit of thr Prince of Wales.

He left his quarters about eight o'clock and drove rapidly to Aylmer without halting. After getting on board the steamer there, he was presented with an address by the people of the village. He then steamed it to the Chats, and from thence proceeded to Arnprior, where he was to lunch with D. McLaughlin, Esq. After unching e was to proceed in the latter gentleman's carriage to Almonte, and then on to Brockville over the Brockville and Ottawa Railway.

A platform covered with a tapestry caropet had been built, and roofed with cambric, in alternate stripes of pink and blue. The sides of the pavillion thus formed were ornamented with rosettes and crimson and white lace curtains.

It was forutunate that preparations had also been made for an illumination as it was dark when the train which bore him came into the station. Lanterns and locomotive lights were placed all round the tent: the firemen set light to their torches, of which there were at least three hudred

26/09/1860 *The Union, Ottawa**Union Forwarding**Chats Falls*

We are sorry to learn that the Freight House, part of the Wharf and a few rods of the Railway, at Union village at the head of Chats Portage, were burned on Saturday the 21st inst. The fire is supposed to have originated from a spark from the funnel of the steamer Oregon as it was first discovered in the roof of the Freight house. The loss to the company will not exceed £250, as the Depot was empty; but we are sorry to say four or five horses belonging to poor people in the village, were destroyed.

01/10/1860 *Kingston Whig Standard**Union Forwarding*

FIRE AT THE CHATS PORTAGE - We are sorry to learn that the Freight House, part of the Wharf, and a few rods of the Railway, ay Union Village, were burned on Saturday the 22nd inst. The fire is supposed to have originated from a spark from the funnel of the steamer Oregon, as it was first discovered in the roof of the Freight-house. The loss to the Company will not exceed £250, as the Depot was empty ; but we are sorry to say four or five houses belongng to poor people in the Village were destroyed.

01/12/1860 *The Tribune, Ottawa**Ottawa and Prescott**Kemptville*

As the accommodation train from Prescott was passing near Kemptville, on Thursday, a poor woman, named Allan, in attempting to pass the track, slipped and fell, and before the train could be stopped it passed over her body, completely severing it in two. A coroner's inquest will be held and full inquiry instituted.