

# Local Railway Items from Area Papers - 1868

*31/01/1868 Almonte Gazette Brockville and Ottawa*

BROCKVILLE & OTTAWA RAILWAY - We understand that the Directors of the B. & O. R. R. have introduced Mr. Vaughen's patent car-coupler on their line. By all accounts, it is a most excellent invention and if universally used will prevent many accidents, The car coupler has already been patented in the United States.

IRON MINES - The Dalhousie mines turn out daily, about fifty tons of iron ore, which is shipped , per Brockville and Ottawa Railway, to Cleveland, Ohio.

*28/02/1868 Almonte Gazette Brockville and Ottawa*

THEFT. - A thief visited the station house, in this village on Monday last, and helped himself to \$29. The party in charge of the depot at the time, left the room for a few minutes on business, and on returning found the money gone. We would advise the thief to send the money back, privately, as he is known - and may yet be brought to grief.

*10/03/1868 The Times, Ottawa St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Parliamentary Train.

We have been requested to state that this train will resume its regular trips on Wednesday the 11th inst. Leaving Prescott at 6:30 p.m. and Ottawa at 10:30 p.m. daily, Sundays excepted.

*11/03/1868 The Times, Ottawa St. Lawrence and Ottawa Spencerville*

The mixed train on the St. Lawrence and Ottawa Railroad, when near Spencerville, on Monday, ran over and killed a man named McCulloch, an employee of the railroad company. We have not learnt the particulars.

*12/03/1868 The Times, Ottawa Ottawa City Passenger*

In response to a requisition to the Mayor to call a public meeting for the purpose of taking into consideration the subject of the Street Railroad, His Worship has issued a proclamation for a public meeting to be held at city hall on Monday next, the 16th inst. At three o'clock p.m.

*17/03/1868 The Times, Ottawa Ottawa City Passenger*

Account of meeting in City Hall previous day. Summary

30 or 40 present - Mayor took the chair - charter obtained in 1865 - extended by recent Ontario legislation - gave great powers in the streets to the company - mayor also spoke in terms of disapproval of the power given to the company of drawing the cars of the Ottawa and Prescott Railway over our streets - had succeeded in limiting this power to the night and preventing travel on Sundays.

Mr. Keefer gave some explanations of a satisfactory and pacific nature which were well received. Necessity of using a double track - this caused great difficulties. It was pointed out that in Montreal it was an advantage to go to church by streetcar rather than wade through the mud. It was agreed to set up a committee to meet with the railway company.

*03/04/1868 Perth Courier Brockville and Ottawa Almonte*

(excerpt from B&O annual report for 1867) ...the tank-houses at Bellamy's and Almonte were destroyed by fire, and had to be rebuilt; ...

*05/06/1868 Almonte Gazette Canada Central*

PROPOSED RAILROAD.- The Herald in alluding to the advantages derived from the construction of the B. & O. Railroad, says : - A line is also proposed to run from Ottawa to some point in the West, and will intersect the B. & O. R. at the most convenient point. A direct line, and the shortest route which can be taken, as well as the most level ground for a track, will cross the B. & O. R at Carleton Place. This line, we believe, has been decided on and is already explored this far. When the road is completed our people here will be within 28 miles of the capital of the Dominion of Canada!"

*12/06/1868 The Times, Ottawa Canada Central*

We learn that during the last few weeks a party of surveyors, engineers and rodmen have been engaged in running a trial compass line from a point in this city to Carleton Place on the Brockville and Ottawa Railway, that the survey is now being vigorously prosecuted and in a few days will be completed. This railway will connect with the Brockville & Ottawa Railroad, probably at Almonte, and thus passing through the heart of the rich County of Carleton, will be of immense benefit to the agricultural and lumbering interests of the county, and, bringing a vast amount of traffic into the capital, will be a boon to our citizens. We understand it to be in contemplation to place a passenger station, turntable &c. on the level of Centre Town, while a branch will be laid down to the Chaudiere mills. This will greatly aid the development of the lumbering interests, which have already grown to such large proportions at that place. The company have completed an extensive purchase of land from Mr. Alderman Rochester for the purposes of the railroad in this vicinity. As soon as the survey shall have been completed, ground will be broken and the work vigorously pushed forward to completion.

*12/06/1868 Ottawa Citizen St. Lawrence and Ottawa*

Testimonial from the staff of the St. Lawrence and Ottawa Railway (formerly Ottawa and Prescott) to James M. Taylor on the occasion of his returning to England.

*19/06/1868 Almonte Gazette Brockville and Ottawa*

B. & O. RAILWAY. - We understand that the B. & O. Railway Company are now running a regular lumber train, daily, between Carleton Place and Brockville. This train leaves Carleton every morning at 5.30, and accommodates passengers. Parties along the main line will thereby be enabled to reach Brockville in time to take passage on board the Mail Line of steamers at 9.30 going either East or West. This will be a great accommodation to the travelling public. - Courier.

*26/06/1868 The Times, Ottawa Tramway Chaudiere*

A man named Montreuil, while engaged in coupling the cars on which lumber is conveyed on the tramways at the Chaudiere, accidentally got his head caught between them and was killed. Verdict - accidental death.

*03/07/1868 Almonte Gazette Brockville and Ottawa Snedden*

THE TRACK ON FIRE. - On Tuesday last, a large quantity of wood - some eighty or one hundred cords - on the line of railroad, a short distance north of Snedden's station, caught fire from some unknown cause, and being in close proximity to the track, it communicated with the ties thereof. The excessive heat of the fire caused the rails to expand , and become loosened from their position The train going south was delayed some three or four hours, until the damage was repaired.

*10/07/1868 Almonte Gazette Brockville and Ottawa Pakenham*

HORSE KILLED. - The storm on Monday last having in many places blown down fences on the line of the B. & O. Railroad, accidents to animals it was feared would take place, and we are sorry to understand that such has been the case. Mr. James Timmings, living between Pakenham and Snedden's had a mare killed and cow nearly so, by the accommodation train from Brockville to Sand Point.

*31/07/1868 Almonte Gazette Brockville and Ottawa Pakenham*

STEALING CLOTHES. - During the night of Wednesday last, Mr. John Burke, section master of the B. & O.R. at Pakenham, had all the family washing, including some belonging to borders, taken off the line near his house, which is built beside the track, close to the tank

*11/08/1868 The Times, Ottawa Canada Central*

We understand it is the intention of the Canada Central Railroad Company to break ground sometime toward the end of the month. We are glad to learn that the present condition and prospects for the future of the company are good.

*21/08/1868 Almonte Gazette Brockville and Ottawa*

Full account of the Annual General Meeting.

It is proposed by the Manager to build a new Iron Girder Bridge at Carleton Place, as one of this year's renewals, and a turntable at Perth, which, it is expected, will be all the renewals necessary

*21/08/1868 Almonte Gazette Brockville and Ottawa Arnprior*

KILLED BY THE CARS.- On Tuesday last, a brakeman on the B. & O. R., named George Phillips was so much injured by his head coming into contact with a bent in a bridge, under which the train was passing, as to cause death. It appears that, as the noon train to Sand Point had left Arnprior station while passing under a small bridge, Phillips, who was on top of a box car, from some unaccountable reason not observing the danger, received a blow on the temple which threw him back upon the car, where he lay, without being observed, till the train reached Sand Point. Medical assistance was procured, but little could be done for him, and on Wednesday he was removed to his home at Irish Creek, where he died the same day. He was a young man and unmarried.

*21/08/1868 Ottawa Citizen Canada Central*

The annual meeting of the Canada Central Railway Company was held in this city on Friday afternoon, when the Board of Directors for the previous year was unanimously re-elected.

After the meeting, the Directors, accompanied by several other gentlemen friendly to the progress of the road, and the representatives of the press, proceeded to the Hyde property, about three miles from the city, on the Richmond Road, through which the road will run, there to break ground, for the commencement of the work. Amongst the party were the President of the road, Mr. J.G. Richardson; the Vice-President, Mr. Abbott; Mr. R.W. Scott, M.L.A.; Mr. Lowe; Sheriff Powell; Mr. Hinton, of Nepean, Mr. Heeny and Mr. Thompson.

The honour of turning the first sod was allotted to the President of the road, who, after having done so, briefly addressed those present, remarking that the day was one of importance to the people of this section of the country, and that the Directors of the road had hoped to have had it marked by some more formal ceremony than was now bestowed upon it. The absence of a number of leading gentlemen of the country, whom it was hoped would otherwise have been present, had compelled them to proceed with this humble demonstration. He remarked on the many advantages that the City of Ottawa and its vicinity would receive from the construction of the road, and stated that already much had been done with a view to urging forward its completion at as early a day as possible.

Speeches by Mr. R.W. Scott; Mr. Powell; Mr. Richardson.

The party then returned to the City, but on the way were compelled, by Mr. Powell, to halt at his residence and again pledge success to the enterprise. During this stay, several toasts were drunk to the health of the carious officers and the gentlemen interested in the undertaking. In the evening, the President entertained a party consisting of several leading residents of the City and members of the Press, at the Club House where a most pleasant evening was passed by the party.

*14/09/1868 The Times, Ottawa Ottawa City Passenger*

We have pleasure in announcing that the iron for the Ottawa Street Railway has arrived in Quebec per ship British Trident and will be in this city in a few days. All necessary arrangements have been made for having the work proceed without unnecessary delay.

*19/10/1868 Kingston Daily British Whi Kingston (CN) Gauge Change Cars*

The Montreal Witness says - The Montreal Car Wheel Works have contracted for 800 change-gauge wheels for a company in Kingston, who have contracted with the GTR to furnish 100 box cars. These cars will doubtless come into general use because they can be run on broad and narrow gauge. Mr. Shackell, of the GT is reported to be the patentee. One of this class was run on the GTR some five years ago, but, we believe, this gentleman was not the patentee of it. GT officials are great men for patents.

*20/10/1868 The Times, Ottawa Ottawa City Passenger*

The ties for the street railroad have arrived and are being distributed along the line to New Edinburgh. The week, we understand, will be actively prosecuted so as to have Sussex street completed before the frost sets in.

*23/10/1868 Almonte Gazette Brockville and Ottawa*

A Prosperous Railway.

The returns of the Brockville & Ottawa Railway keep showing a steady increase month after month. This fact is evidently the result of two other facts; the growing importance of the trade of the Upper Ottawa, and the gradual but nevertheless sure transfer of that trade from Ottawa to Brockville. This Railway was begun and completed under great difficulties, but it has now before it a sure prospect of proving a successful paying institution.

Of late years the mention of the word "Brockville" grated on Ottawa ears. We did not want to hear of its prosperity for we felt that it was poaching upon our ground and growing fat upon trade that rightfully belong to us. Nor were the praises of the Brockville & Ottawa Railway, of its excellent management, of its smooth -running, and general prosperity, one whit more agreeable to our taste. We felt that their enterprise contrasted but too painfully with a supineness, and we were not anxious to hear of the Brockvillites and their doings. Now, happily, all this has changed. The Canada Central Railway will place us in quite as direct communication with Arnprior as our rival. When the line to Carleton Place is completed we will have a fair opportunity of renewing our business connections with the Upper Ottawa.

Brockville will thus be the loser by this new enterprise. On the other hand, however, that enterprising town will gain by being placed in more direct communication with the capital.-Ottawa News.

*26/10/1868 The Times, Ottawa Ottawa City Passenger*

The railroad was commenced in earnest on Saturday morning. About twenty men were engaged, and a large number of others will be set to work this morning. The work will be vigorously pushed forward to the completion of Sussex st. this fall.

*27/10/1868 The Times, Ottawa Ottawa City Passenger*

The work is now fairly begun. Some twenty-five men were on the work yesterday; there would be double that number, but laborers are scarce, and it appears that no more were to be had. All able bodied men who apply are employed.

*30/10/1868 Almonte Gazette Brockville and Ottawa Almonte*

ACCIDENT - On Thursday last, as Mr. Matthew McFarlane was in the act of coupling two lumber cars at the depot, in this place, he unfortunately got his head severely jammed between them. Although considerably bruised, it is hoped that he will soon be at his duties as usual.

*06/11/1868 The Times, Ottawa Ottawa City Passenger*

The railway cutting has now reached up south of York st. and the rails have been laid as far as St. Patrick st. It was intended to have Sussex st. finished by tomorrow night, and a sufficient number of hands were put on for that purpose, but in expectation of a continuation of rain yesterday, or from some other cause, a number of the men failed to put in an appearance at their work which deranged the calculations. However, the street will be very nearly, if not quite, finished this week. This being completed the other end of the work will be taken up and continued to New Edinburgh. It appears however that no decision has yet been arrived at respecting the grading up of the piece of road from the point of commencement to the bridge. This is a very necessary work, and it is to be hoped that it will be done, both on account of the railroad, as well as the ordinary travel.

*09/11/1868 The Times, Ottawa Ottawa City Passenger*

The expectations of the engineers of the city railroad of having the work on Sussex st. by Saturday night were not realized. The cutting has been brought no further than opposite the west side of George st.; the rails have been laid up as far as Proderick's Confectionary. This work will hardly be finished today.

*11/11/1868 The Times, Ottawa Ottawa City Passenger*

The Sussex st. section of the Street Railway was finished yesterday, and covered up, so that the work may acquire solidarity by the Spring.

*12/11/1868 The Times, Ottawa Ottawa City Passenger*

The Street Railroad commenced at the corner of Sparks at Elgin sts. Yesterday, and by the evening the cutting had reached to a point midway between Metcalfe and O'Connor sts.

*16/11/1868 The Times, Ottawa Ottawa City Passenger*

General astonishment is manifested at the rapid progress made with the street railway. On Tuesday last the line was taken up at Elgin st. and continued on Sparks st. to Bank st. Then the work was commenced on Wellington st., a little beyond Bank st. and on Saturday night the cutting was carried as far as Workman & Co.'s hardware store, and a portion of the rails was laid. The portion up Bank st. to Wellington st. will not be proceeded with until the spring. The curved rails and the unite [sic] Bank st. will be made here. This week the work will reach to Pooley's Bridge.

*20/11/1868 Almonte Gazette Brockville and Ottawa Sand Point*

FATAL ACCIDENT IN SAND POINT. - We are informed, by telegraph, of a fatal accident which occurs in Sand Point yesterday, which resulted in the death of Thomas Daniels, an engine driver on the B. & O. Railway. From what we could learn of the unfortunate occurrence, it seems that Daniels was engaged in "shunting" cars for another driver, and while in the act of coupling, by some means or other, was thrown down on the track, the cars passing over him and causing instant death. This is all the particulars we have yet learned.

*04/12/1868 Almonte Gazette Brockville and Ottawa*

REMOVAL OF STATION MASTERS. - A correspondent of the Perth Expositor intimates that the station-masters at Irish Creek and Smiths Falls are to exchange places, Mr. Sparham going to Irish Creek, and our old friend, Mr. James McAdam to take charge of the Smiths Falls Station.