

Board of Railway Commissioners, Province of Canada
RG1 E6 microfilm reel H-1401

Register of letters received

7 Sep 1853 #154 report on plans for crossing the Ottawa and Rideau Canal by the GTR

5 Feb 1856 #264 from Municipality of City of Ottawa - for aid on behalf of the Ottawa and Prescott Railway

24 Feb 1856 #265 from Town Council of Prescott - for aid in behalf of Ottawa and Prescott Railway.

5 Mar 1856 #281 from President Ottawa & Prescott - for a grant to said railway of \$3500 per mile.

5 Apr 1856 #287 from Municipality of Kingston for a charter to construct a railway from the Harbour of Kingston to the village of Clarks Mills to the village of Newburg.

Letter book index

Ottawa & Prescott 36, 49, 83, 113, 124, 135 or 155, 207, 240, 322, 418, 425, 426, 413, 581 or 585, 663 1/2, 678, 689, 695

#36 30 Jun 1858 to Ottawa and Prescott Railway

I wish to draw attention to the dangerous state of some of the piles and trestles on the Ottawa and Prescott Railway as reported recently by my assistant Mr. Lepreau.

1. The pile bridge at the south approach of the bridge over the Rideau leans and is insufficient in strength and is dangerous for trains.
 2. He reports that the south trestle at the 7 mile from Ottawa is rotten and dangerous.
 3. That the south end...trestle bridge 7 ½ miles from Ottawa is rotten ..and the whole bridge is unsafe
 4. that the pile bridge 26 miles from Ottawa has several rotten and some loose piles and is unsafe.
- I have to request that you lose no time in .. safety of trains.... First opportunity.

49 illegible

83 28 Jan 1859 acknowledges receipt of Caasualty return

113 11 Jul 1859 requests information

124 11 Feb 1859 requests information

135 2 Mar 1859 requests information

207 acknowledgement

240 acknowledgement
322 request for information
418
425 illegible
426 acknowledgement
413 25 Jun 1860

Were it not for government regulations for slow running observed over 3 thousand feet of temporary track not yet replaced by permanent works the safety would be seriously compromised but these works are so seriously decayed that no regulation will allow you to use them much longer. In the cause of public safety all the pile, trestle and crib structures on your line should be filled in and replaced by solid embankments by 20th day of August. If the temporary works are not replaced by solid and safe ones by that day it will be necessary to use the powers of the Act to prevent the running of trains over the line until the track is placed in a safe condition.

581 15 Mar 1860 Acknowledges letter that no new work of a permanent .. will be substituted for temporary during 1860

585 acknowledgement
663 ½ question regarding returns
689 request for information
695 return

Brockville & Ottawa

56 11 Nov 1858 acknowledges letter of 6 Nov intention of the company to open a portion of B&O early next month.

128 25 Feb 1859 you may open from Brockville to Perth. Attaches copy of Mr. Keefer's report and draws attention to it.

170 29 April 1859 Acknowledges letter of 22 informing that part of the embankment of the bridge crossing the Rideau fell away on the previous night and that a force of men was immediately employed to make the necessary repairs which it is expected would take a few days. Please advise when completed Mr. Keefer will inspect.

191 5 Jul 1859 acknowledges receipt of letter indicating that a further portion of the B&O between Smiths falls and Almonte will be ready for traffic and for inspection by the 10th day of this month. Will advise the Inspector of Railways

198 7 July 1859 acknowledges receipt of letter advising that the section between Smiths falls and Almonte will not be ready and will advise us when it is.

237 returns

252 returns

263 12 Nov 1859 Draws attention to the provisional state of the extension and will need to get authority before Company conveys passengers.

298 illegible

349 8 May 1860 acknowledges letter of 2 May 1860 which states the tunnel under the town of Brockville is now ready for inspection within 30 days.

354 Requests information

362 Salaries and disbursements

397 30 May 1860 includes an order sanctioning the opening of the extension from Smiths Falls to Almonte.

479 24 Dec 1860 Will inspect the tunnel before the end of the year if possible.

495 returns

522 31 Jan 1861 authorized opening of the tunnel

582 15 Mar 1861 returns

656 20 May 1861 returns

672 5 Jun 1861 returns