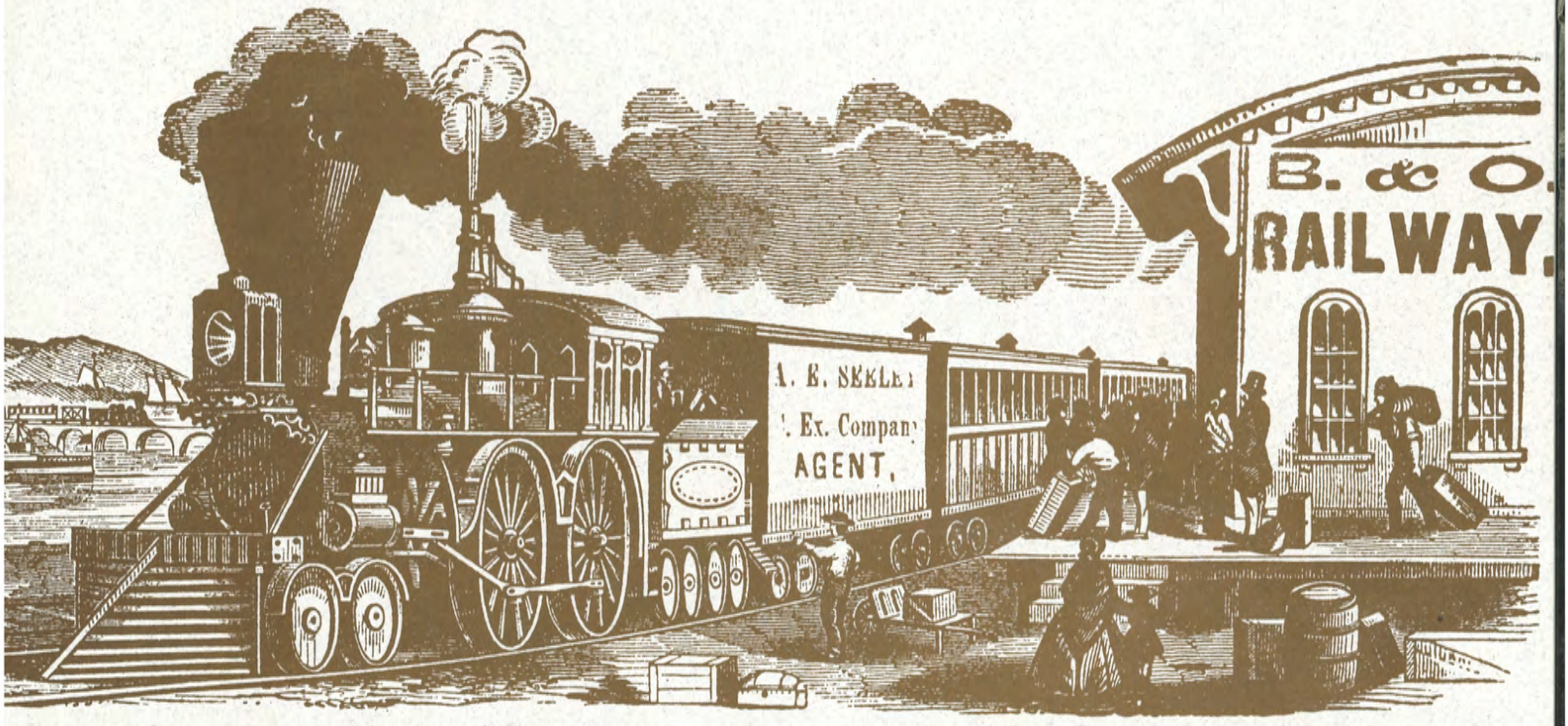
Broad Gauge in the Ottawa Valley

The Building of the Brockville and Ottawa Railway



Wayne Tasse

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Drawing taken from a Brockville and Ottawa Railway poster announcing a new timetable in 1862.

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The Building of the Brockville and Ottawa Railway

by

Wayne Tasse

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Drawing taken from the advertisement "A Cheap Ride to Montreal" in the
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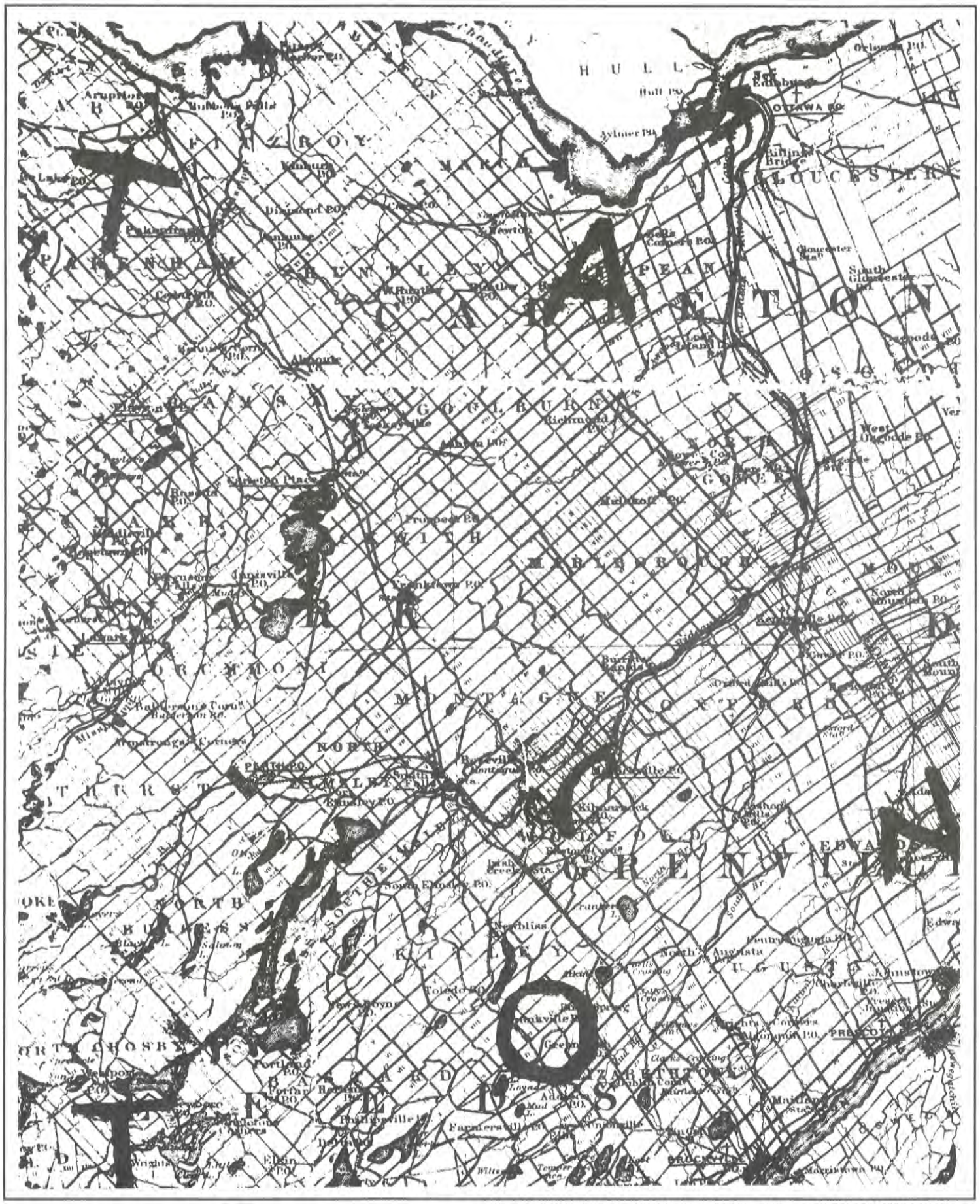
Preface

Nine of the maps in this book were produced for Henry F. Walling, an American civil engineer and surveyor, and one of the more prolific American county map-makers in the nineteenth century. Walling and his associates produced a number of maps in Canada, including those reproduced here. The one showing a portion of the Ottawa Valley is based on his map of Canada produced in 1862, and the town and village maps are based on his map of the counties of Lanark and Renfrew of 1863, published by D.P. Putnam in Prescott, Ontario.

The spelling of place names in this book conforms to that used during the period in question. Several place names have changed completely since then but have not been noted here.

Next page: Area map

This map shows the Ottawa River along the top and the St. Lawrence River in the lower right. The Brockville and Ottawa Railway began at Brockville, on the St. Lawrence, and extended to Sand Point, on the Ottawa (upper left). The Prescott and Ottawa (formerly Bytown and Prescott) Railway began at Prescott, downstream from Brockville, and extended to Ottawa, on the Ottawa River (upper right). There was a ferry operating between Prescott and Ogdensburg, New York, which had rail service connecting with all regions of the United States. The Grand Trunk's main line between Montreal and Toronto is shown parallelling the St. Lawrence and crossing both the above railways.



Map detail by H.F. Walling, 1862 (National Archives of Canada, Neg. No. NMC23449 2/4).

Broad Gauge in the Ottawa Valley

The Building of the Brockville and Ottawa Railway

Introduction

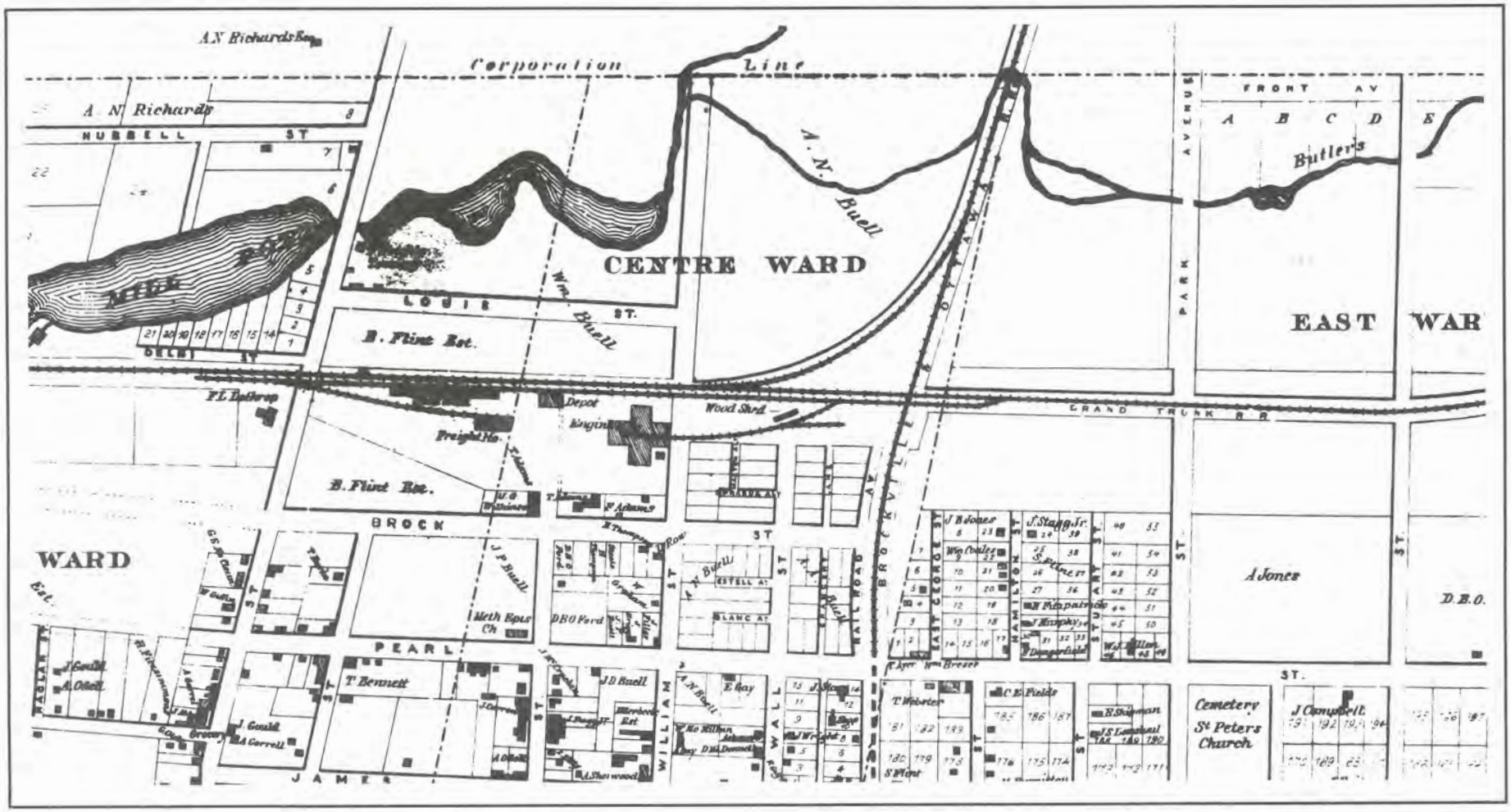
In 1852, Brockville was a large and well-established town by British North American standards. Its merchants and industries were supported by a prosperous agricultural hinterland, and its harbour, on the north shore of the St. Lawrence River, provided access to shipping from the United States and Europe.

Rail was coming into its own at the time, and Brockville's business community was quick to realize both the effect and value of this modern all-weather transportation system. After the government of the Province of Canada announced plans to build a trunk railway through its territory, Brockville residents with considerable influence in the provincial government--including a certain George Crawford, Member of the Legislative Assembly for Brockville and a Canadian director of the Grand Trunk Railway--were able to ensure that the Grand Trunk would run through their town despite considerable public pressure to build the line further north. However, the line was also to go through Prescott, about 12 miles down-river, a town that was due to be connected with the Ottawa Valley by the Bytown and Prescott Railway.[1] That railway was having severe financial problems, but if it was completed, Prescott would be in a position to take over much of Brockville's trade from the Ottawa Valley.

In January 1853, a management committee was formed to take all necessary measures to obtain a charter to build a railway from Brockville to the Ottawa River.[2] Although the railway would have to serve Perth (county seat of the United Counties of Lanark and Renfrew), a direct line from Brockville to the Ottawa River by way of Perth was impractical because of the unsuitability of the terrain in parts of Lanark and Darling townships. After considerable debate, it was agreed to build from Brockville to Pembroke with a branch line to Perth.

On April 22, 1853, a charter was granted to the Brockville and Ottawa Railway Company to build a 5'6" gauge railway (the provincial gauge) from the St. Lawrence River at Brockville to the Ottawa River at Pembroke, a distance of about 130 miles, to pass through Smith's Falls and Arnprior, with a branch line from Perth to the main line near Smith's Falls.[3]

During the same session of Parliament, two more potential rivals received charters. The first, the Perth and Kemptville Railway, was chartered to build a line from Perth through Kemptville to either Belleville or Peterborough.[4] This company, closely associated with the Bytown and Prescott Railway, would compete directly with the Brockville and Ottawa branch into Perth. The second was the Bytown and Pembroke Railway, mainly the creation of Bytown businessmen who feared the loss of business to Brockville if the Brockville and Ottawa reached the Ottawa River. The Bytown and Pembroke Railway was permitted to build from Bytown through Arnprior to Pembroke and under certain conditions to Georgian Bay and Sault Sainte Marie.[5] The Arnprior and Pembroke section would run parallel to the Brockville and Ottawa.



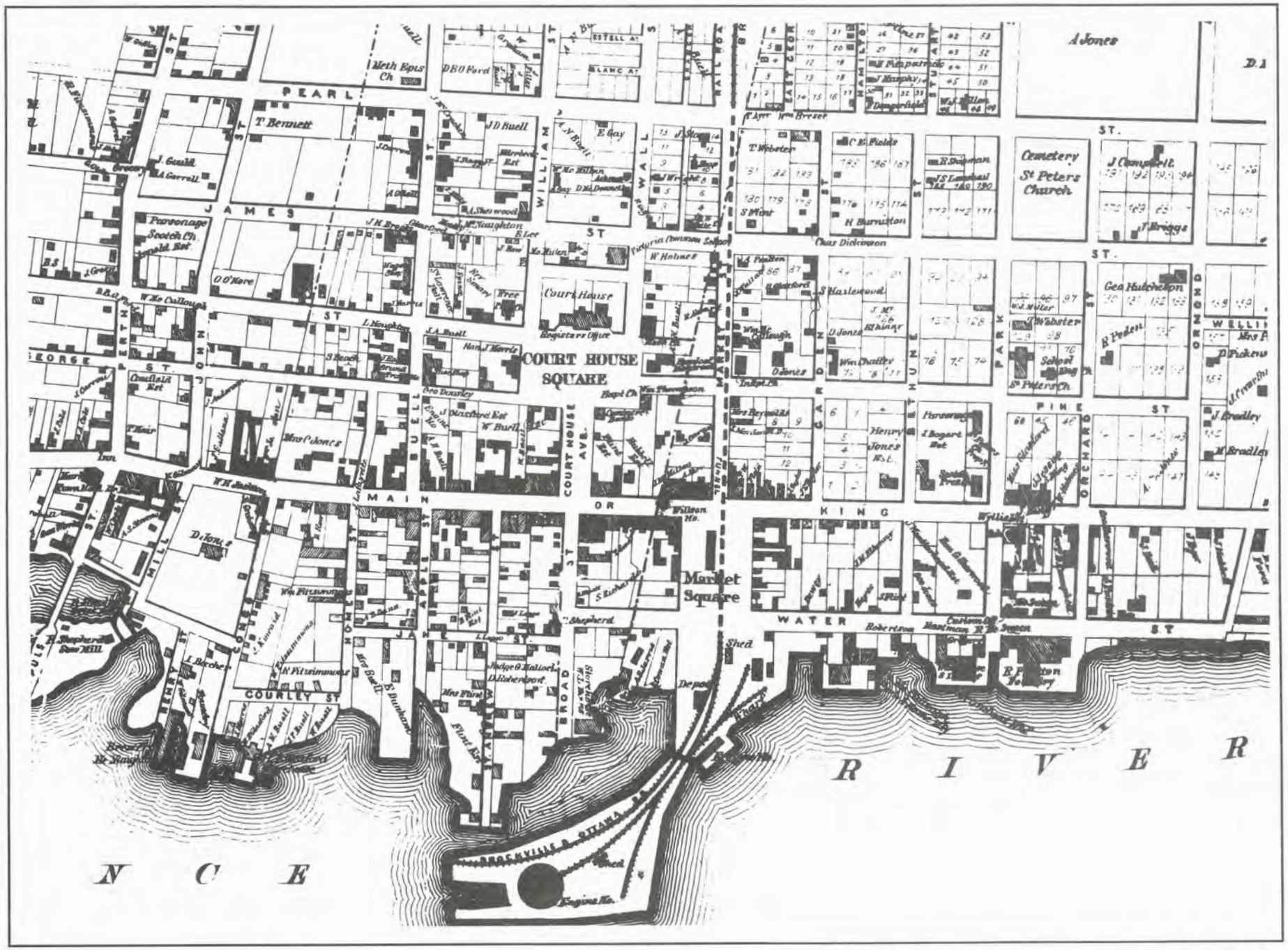
Map detail by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC17384 4/4).

Above - Brockville (north)

The north end of town, showing the Grand Trunk Railway main line going east-west and the Brockville and Ottawa Railway crossing north-south. This crossing, where the line enters the town and the tunnel, is referred to as the Grand Trunk Junction, part of what was known as the tunnel line. The west end line mentioned in the text would have been built farther west, where the land was less populated and the railway could have been built above ground. The map shows some of the Grand Trunk facilities in Brockville.

Below - Brockville (south)

The south end of town, showing the tunnel as a dotted line under Market Street and Market Square leading to the terminus on the waterfront. The St. Lawrence River is the boundary here between the United States and Canada with Morristown, New York, on the opposing shore. Due to the limited space available, the tunnel and waterfront facilities (shown on the map) frequently became a bottleneck.



Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC17384 4/4).

Thanks to Brockville's political influence, a clause was inserted in both charters delaying permission to build the competing sections for five years. This action effectively blocked further progress in these companies.

Municipal Subsidies

Three municipalities passed bylaws to aid in constructing the railway. Brockville voted to purchase £50,000 in company stock[6] but—after confirming the bylaw—proposed and agreed to replace this purchase with £100,000 borrowed from the Consolidated Municipal Loan Fund of Upper Canada,[7] a fund created to aid in financing certain private and public works. The Township of Elizabethtown voted in favour of a loan of £50,000[7] from this fund, and the United Counties of Lanark and Renfrew for one of £200,000.[8] In effect, the municipalities were borrowing the money on the credit of the provincial government and guaranteeing the payment of the interest and principal should the railway company fail to repay the loan. Soon after construction began, Elizabethtown became disillusioned with the railway and suspended payments, refusing to transfer any bonds until forced to by court order in 1858.[9]

Grand Trunk Influence

In July 1853, Alexander Ross, chief engineer of the Grand Trunk Railway, and Samuel Keefer, superintendent of construction of the Grand Trunk main line between Montreal and Kingston, were out inspecting the Brockville and Ottawa line to Pembroke.[10] The Grand Trunk presence was no accident, as the Brockville MLA George Crawford, one of its directors, was also both the president of the Brockville and Ottawa and father-in-law of Samuel Keefer and Grand Trunk President and Canadian Director John Ross.

Keefer, also supervising engineer of the Brockville and Ottawa,[11] then sent four parties of engineers to survey the line, hoping to complete the survey by December 1.[12] Clearing the right of way could then be accomplished over the winter months, and the ties and bridge timbers cut and delivered before the spring thaw. The railway requested tenders to be received until December 15, 1853, for ties and fencing materials and also for construction of fences. As required by the Railway Clauses Consolidation Act of 1851,[13] the Commissioner of Crown Lands for Upper Canada certified the location maps and books of reference for the portion of the line extending from the St. Lawrence River at Brockville to the Rideau River near Smith's Falls, the Rideau River near Smith's Falls to Carleton Place, and the 4th Concession in the Township of Montague (on the main line near Smith's Falls) to Perth in March 1854.[14]

Municipality	Population
County of Leeds	35 750
Township of Elizabethtown	6101
Town of Brockville	4112
County of Grenville	24 191
Township of Wolford	2961
Town of Prescott	2591
Village of Merrickville	908
County of Lanark	31 639
Town of Perth	2465
Village of Smith's Falls	1137
County of Renfrew	20 325
Village of Pembroke	637
Village of Arnprior	670

Source: Census of Canada - 1860-61.

Sykes, DeBergue and Company

The railway company sent a representative to England to look for a contractor to build the railway. After negotiations with the well-known Peto, Brassey, Jackson, and Betts failed, the company gave the contract to James Sykes, Charles DeBergue, and William Sykes under the trade name Sykes, DeBergue and Company late in 1853 (it had been James Sykes and Company until November 1853)[15] to construct the entire line. The contracting firm had several other construction contracts in the province, including a line competing with the Grand Trunk from Montreal to Brockville (made up of the Montreal and Bytown, the Bytown and Pembroke, and the Brockville and Ottawa). Almost immediately the work from Brockville to Perth and Carleton Place was subcontracted to A. Elliott and Company, a local firm.[16]

In April 1854, James Sykes was in British North America and his visit to this area was

anticipated, stimulating work: the work of grubbing, excavating, and grading was under way; almost 60 miles of right of way had been cleared; the purchase of the right of way was being arranged for, and titles were being taken in favour of the company. When parties could not agree on a price, the land was expropriated and arbitration used to settle the issue.[17]

By this time, the Grand Trunk was concentrating its resources on completing the Montreal-Brockville section of the main line. In June, Samuel Keefer, in his capacity as superintendent of construction of the Grand Trunk line between Montreal and Kingston, offered to share with the Brockville and Ottawa the cost of constructing a double track through the west end of town to the waterfront. This would allow the Grand Trunk's passengers and freight to continue their journey westward up the St. Lawrence River by boat and also ease expenses for both companies. This accommodation was expected to last just one year, until the Grand Trunk line from Brockville to Toronto was completed, and then the Brockville and Ottawa would take over the track. However, the Grand Trunk proposal was rejected as James Sykes preferred the "tunnel line," a line under Brockville's business district.[18]

James Sykes and the Grand Trunk contractors --Peto, Brassey, Jackson and Betts--represented large firms specializing in railway building. There was a strong rivalry between them as they competed against each other for contracts. William Sykes' testimony at the enquiry into the Montreal and Bytown Railway[19] gives the clear impression that Sykes would not cooperate with the Grand Trunk under any circumstance. The decision cost the Brockville and Ottawa dearly.

By mid-August several construction gangs were at work between Brockville and Perth. At the Perth end several miles were ready for the ties, and the Brockville end was also in an advanced state. At Carleton Place, the grading was progressing slowly as laborers were in short supply.[20]

George Crawford, as president of the Brockville and Ottawa, asked Brockville's town council for permission to start work on building a tunnel in the Market Square. As negotiations to this point had been unsuccessful, he included in the request a notification of arbitration in reference to the land required by the company if they could not agree on a sale price. After a favourable reply, the ceremony of laying the cornerstone of the tunnel was held in September 1854.[21] (Due to the town council's opposition to the tunnel, the contractor's decision to build it would affect the railway's relations with the town throughout its construction.)

Shortly after returning home to England, James Sykes was notified that his brother William was seriously ill in Canada, and he was forced to return to Montreal. However, this voyage ended in his death at sea[22] when, on September 27, the steamers *Arctic* and *Vesta* collided in a thick fog off the east coast. The *Arctic* went down and with it many of the estimated 380 people on board.[23] William was in charge of the firm's interests in British North America, but, suspended work completely after he received the news. Charles DeBergue, who had been a silent partner to this point, crossed the Atlantic to Canada in the spring of 1855 but was unable to reorganize the affairs of the company due to the tight money market in England caused by the Crimean war.[24] Despite speculation in the press through 1855, Sykes, DeBergue and Company never resumed work on the Brockville and Ottawa (or on any other of their North American contracts).

The Railway Takes Over

As Sykes, DeBergue and Company seemed unable to finance further construction, the railway directors terminated their contract and began what turned out to be a long search for a new contractor.

Although all work along the right of way was suspended by November 1854, the railway chose to continue work on the tunnel. The English subcontractor Booth and Son had erected a massive arch at the tunnel entrance. It was on the south side of Water Street, about 40 feet from the river.[25] Work continued until April 25, 1855, when the men walked off the job, demanding several weeks of back pay.[26] By then the railway was broke.

The central section of the line was now formally approved by the Government. A location map and book of reference for the line from Carleton Place to the west side of the Bonnechere River was certified by the Commissioner of Crown Lands in April 1855.[27] An alteration to the line

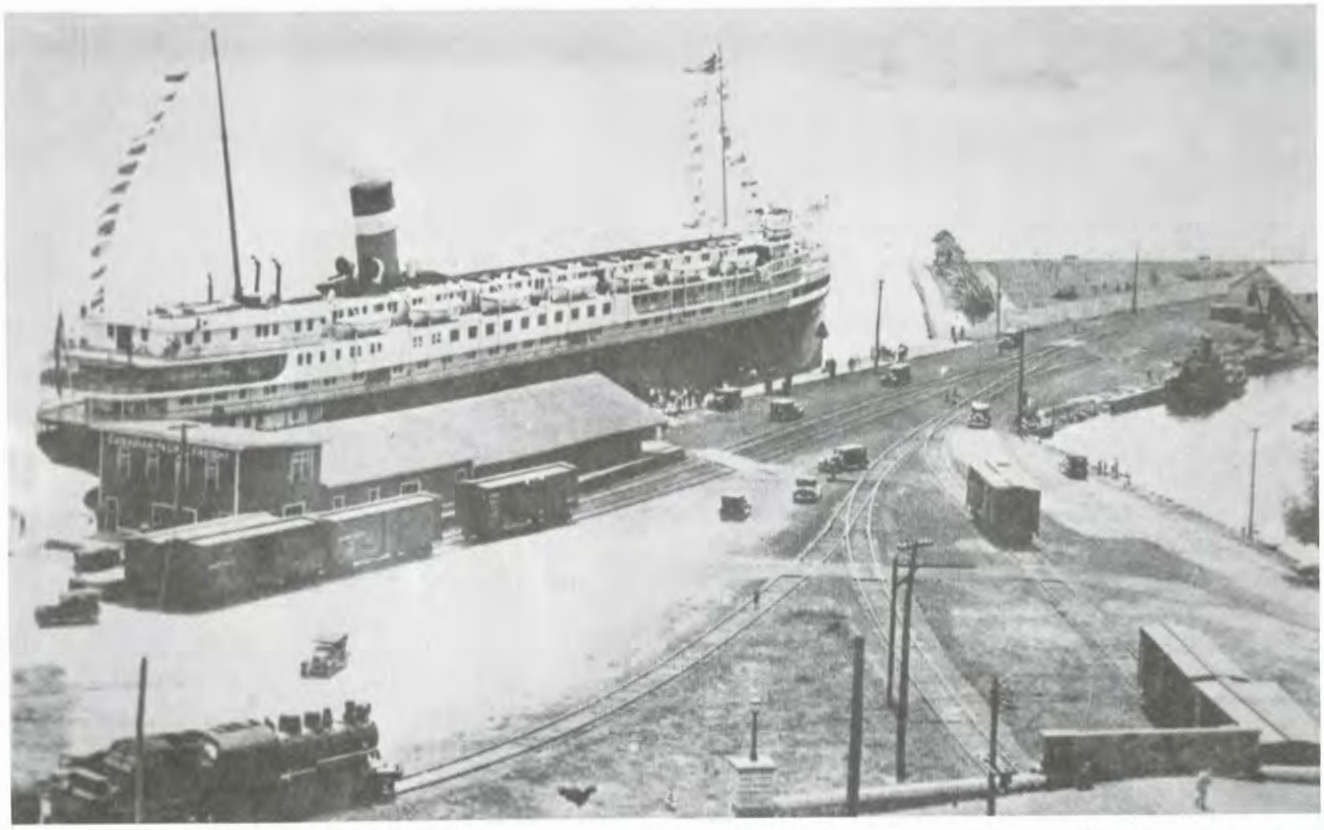


Photo: Brockville Museum

The Canadian Pacific Railway facilities on Blockhouse Island (ca. 1915) viewed from above the Brockville tunnel's south portal. For a view of the 1863 track plan, see page 11.

between the 3rd Concession in the Township of Elmsley and the Rideau River, near Smith's Falls, was also certified in April. Two more line alterations were certified in May, in Beckwith Township, from the 12th Concession to the boundary line near Carleton Place, and from the Rideau River near Smith's Falls, to the 6th Concession of the Township of Montague.[28]

The Brockville and Ottawa charter was amended on May 19, 1855, to authorize the construction of branch lines to Merrickville, Richmond, and Westport by way of Newborough.[29] The company also asked for authority to build a branch line from Pembroke to any point on Lake Huron. Notice of this should have been published in every county through which the line was to pass, but this provision of the law was overlooked. When Members of the Legislative Assembly refused to suspend the offending provision, the branch to Lake Huron was deleted from the bill.[30]

Merrickville's interest in the railway can be traced back to the creation of the provisional managing committee formed to obtain a charter. Merrickville resident E.H. Whitmarsh was prominently listed as cooperating in his locality. He played a leading role in efforts to obtain a branch line to Merrickville. In 1853, Wolford Township voted £25,000 towards construction of the branch line,[31] but by 1857, after some work had been performed, continuing financial difficulties forced the railway to abandon efforts to build this branch and permitted Wolford to cancel its debt to the Consolidated Municipal Loan Fund.[32] No attempt was made to build the branches to Richmond and Westport.

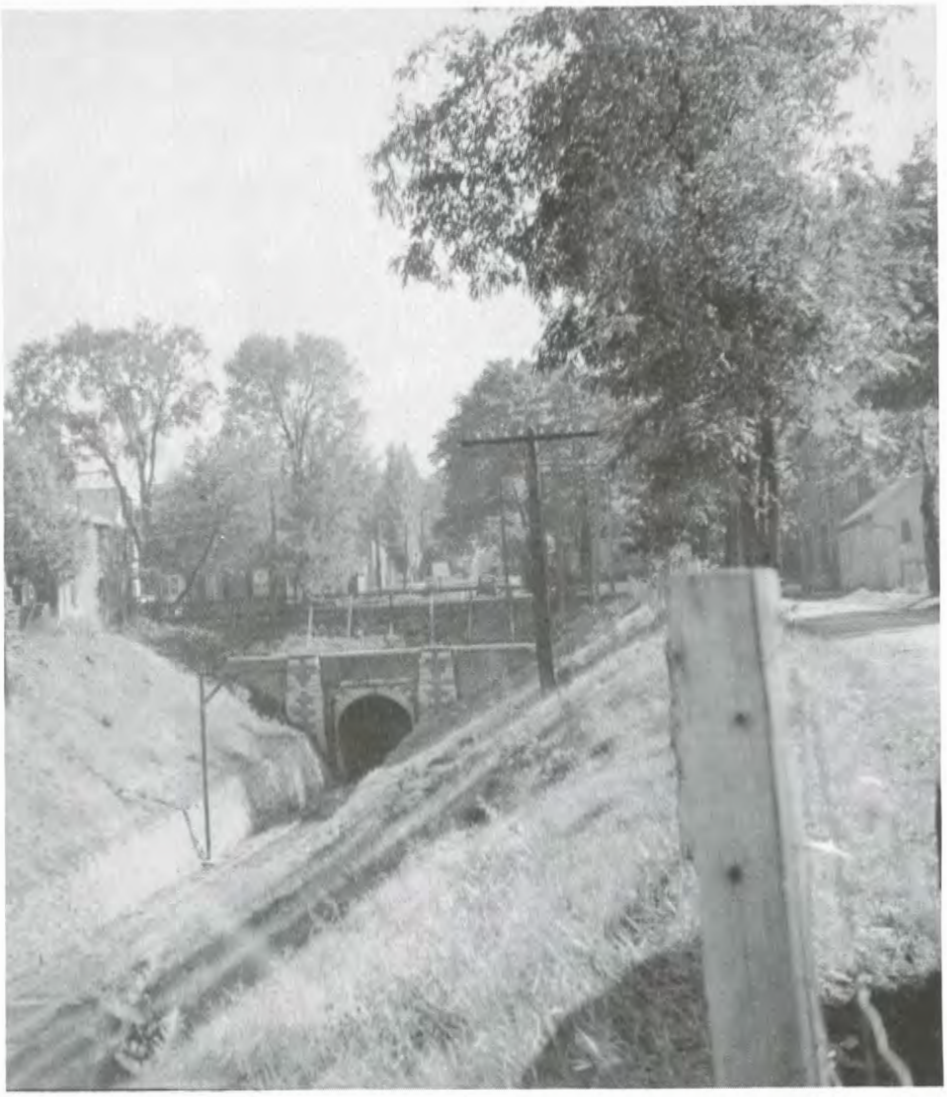
The Brockville town council acquired a copy of the railway's original contract with Sykes, DeBergue and Company and was distressed to learn that the conditions demanded in return for their bonus had not been fulfilled. The lumber

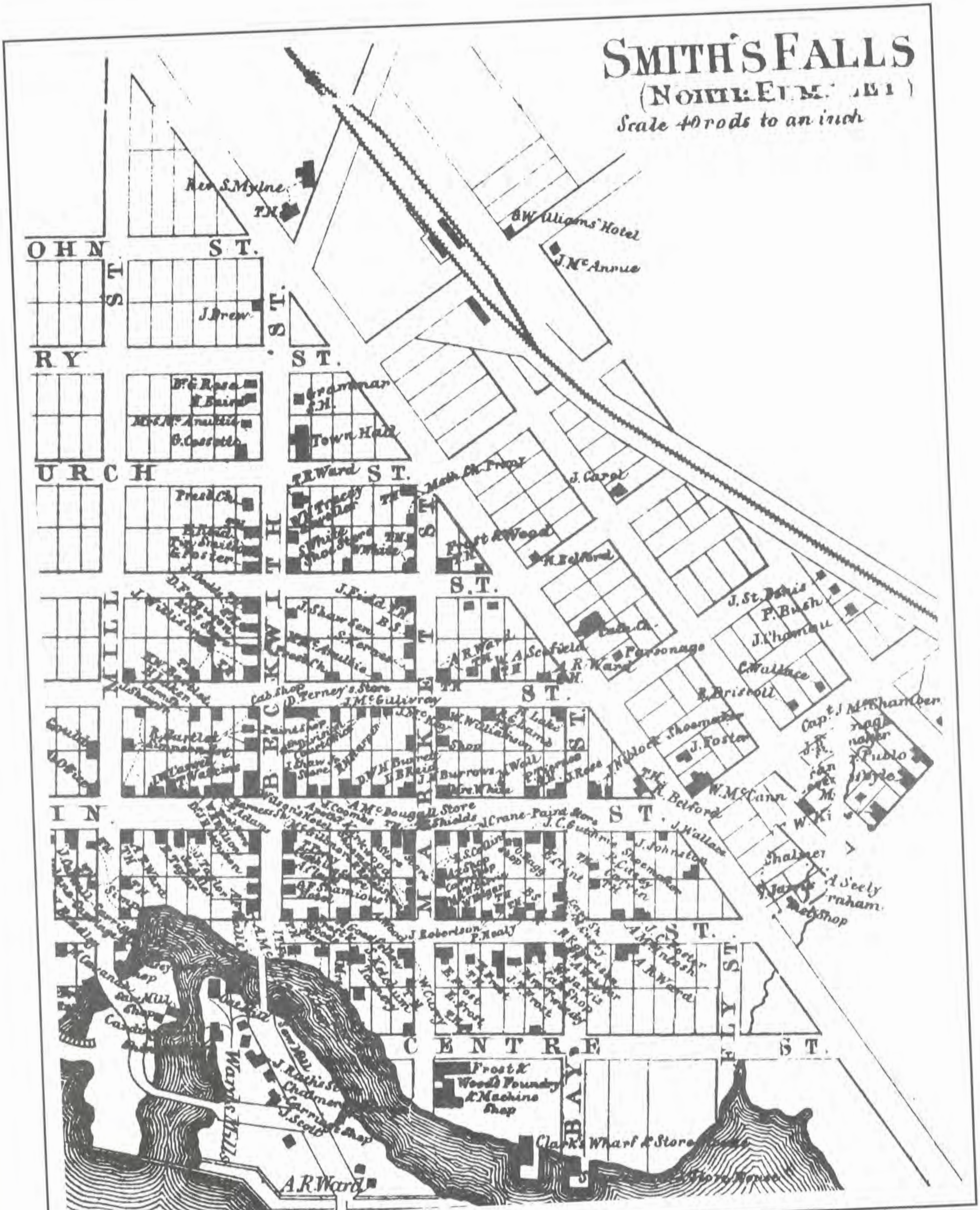
depot, which they had thought was to be built in the town, was not mentioned, and the machine shops and infirmary were to be constructed "at or near" rather than "in" Brockville. Just as disturbing to the council was the fact that at the rate the municipal bonds were to be expended, according to the contract, the bonds would be exhausted after only 97 1/2 miles of line were completed, leaving 32 1/2 miles to be completed. These revelations and the railway's lack of response placed further strain on relations between the town council and the railway's board of directors.

In January 1856, after a year of inactivity, the railway company took steps to resume construction. An advertisement was placed in various newspapers requesting proposals for the completion of the railway. In response, William Sykes placed an advertisement specifically aimed at contractors, stating that the railway directors had not settled with Sykes, DeBergue and Company. He claimed that the sole cause of the suspension of work was the failure of the directors to pay the contractors according to the agreement. He and Charles DeBergue took court action to recover the money owed them. Both sides

A view of the north portal (n.d.) of the Canadian Pacific Railway tunnel under Brockville.

Photo: Brockville Museum, Curry Collection





Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC21920 4/6).

Map detail by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC088277 1/2).

accepted arbitration, and arbitrators Walter Shanly and Thomas Galt awarded compensation of £27,646 to Sykes, DeBergue and Company on February 22, 1859.[33]

Samuel Keefer, in summarizing the existing state of construction in early 1856, stated that the preliminary surveys had been completed all the way to Pembroke (130 miles). The location survey was complete as far as the Bonnechere River (92 miles), and 34 miles of grading had been completed for a double track, with several of the minor culverts and bridges already built. Some progress had been made on the long bridge over the Rideau Canal at Smith's Falls. The line had been grubbed and cleared for 54 miles. Fencing material was provided and distributed along the line for 41 miles, ties were provided and stacked for 62 miles, and right of way purchased for 42 miles, in addition to several lots at Brockville and elsewhere for station accommodation. No work had been undertaken beyond Carleton Place. On the Perth branch, 11 miles were almost complete. About one quarter of the length of the tunnel at Brockville had been built. Keefer suggested that if they were to abandon the tunnel and relocate the line, the heavy expense to complete it could be avoided.[34]

The Proposed Lake Huron Extension

On July 1, 1856, the Government chartered the Lake Huron, Ottawa and Quebec Junction Railway Company, considering it to be in the general interest of the country to open the region between these points to settlement.[35] The region west of Renfrew County to Georgian Bay was unsurveyed at the time, and timber harvesting was the only activity.[36]

Under this arrangement the western end of the Brockville and Ottawa would be the starting point for the line to Lake Huron. A land grant was to be divided among the five participating railways: the North Shore Railway, the Montreal and Bytown Railway, the Vaudreuil Railway, the Bytown and Pembroke Railway, and the Brockville and Ottawa Railway. The five component railways were free to unite or remain independent and participate according to a stated allocation of shares. The hoped-for extension was not carried out at this time, although a similar railway line was completed in the early 1880s with the formation of the Canadian Pacific Railway. This included former trackage of the Brockville and Ottawa now owned by Canadian Pacific.

Reorganizing the Company

In an effort to reach an understanding on how to proceed with construction of the Brockville and Ottawa, it was agreed to re-form the railway board of directors to better represent the municipalities. The new board consisted of 12 members: 4 chosen by the United Counties of Lanark and Renfrew, 2 by Brockville (the numbers representing the portion of their bonus to the railway), and 6 from among the stockholders. This temporarily satisfied the feuding parties, and the councils of the Town of Brockville and the United Counties of Lanark and Renfrew voted to release bonds to resume construction.

On July 2, 1856, the directors placed £48,000 at the disposal of James Morris and George Crawford for the purchase of iron in England.[37] On the 16th the directors reached a settlement with George Dixon for the surveys and drawings done while he was employed by Sykes, DeBergue and Company. (Since he had not been paid for this work, he had at first refused to hand them over to the railway company.) He was afterwards named resident engineer. Samuel Keefer was named consulting engineer at this time.[38]

Two previous pages

Smith's Falls

To facilitate tracklaying, a temporary side track was laid from the Rideau Canal to a ballast pit, allowing a locomotive and cars brought in from Kingston to ferry supplies between the boats and the construction crews. The railway itself did not run through Smith's Falls proper; in fact, the right of way and station facilities were in the adjoining township of Montague.

Perth

A branch line was built from the main line near Smith's Falls to the Town of Perth, County Seat of the United Counties of Lanark and Renfrew. Throughout much of the Brockville and Ottawa's corporate existence, a mixed train provided a connection at Smith's Falls with the main line trains. Along with the station facilities, an engine house and turntable were built to service the branch line equipment.

Photo: Brockville Museum

The Canadian Pacific Railway station (ca. 1930's) at Smith's Falls.

With these issues resolved, the search continued for a contractor. J.B. Moore, an experienced contractor from the Eastern Townships, in Lower Canada, agreed to take on the contract to complete the line, conditional on obtaining the required financing. He left for England almost immediately to try to do so.[39] However, this was a particularly bad time to obtain financing for a railway, as the Grand Trunk had run out of funds and was on the verge of bankruptcy: British investors were unwilling to invest in new Canadian railway securities when so much of their previous investments could be lost. In this atmosphere, it is not surprising that Moore's mission failed.[40] Despite this setback the directors chose to continue planning for a resumption of construction. The railway company requested tenders, to be received up to September 15, 1856, for grading, fencing, and bridging from Brockville to Perth and Arnprior. The work was to be divided in 3- to 5-mile sections. The directors met on September 16, 1856, in Smith's Falls and awarded the contracts for 24 sections, all but Section No. 1, the line into Brockville.[41]

Despite the recent reorganization of the railway directorate, relations between the directors, the Brockville town council, and the county council of Lanark and Renfrew slowly deteriorated to the point where they could not agree among themselves. The difficulty was mostly due to the location of the terminus in Brockville. The majority of the Brockville council wanted it located in the west end of the town where no tunnel was necessary, and refused to advance funds until their demand was met. Unfortunately, a large amount of money had been spent in constructing the tunnel to date and the work was well

advanced. The railway directors, frustrated by the deadlock, left the decision for their engineers to choose the cheapest route.

In November 1856, George Crawford went to England to discuss an offer submitted by contractors John and Benjamin Dale to complete the railway to Pembroke. If he failed to reach an agreement with them, he was to negotiate the sale of railway bonds and purchase enough iron for 50 miles of road.[42] At his disposal were £36 000 in municipal bonds from the Town of Brockville and the United Counties of Lanark and Renfrew, and £20 000 in "2nd Class Bonds" from the railway company.[43]

The English investors showed little interest in the bonds offered by the company, as the words "2nd Class" affected their marketability. As there were no prior claims on them, Crawford suggested that they be converted to first class. After receiving favorable legal advice, the board authorized a new "1st Class" issue and the destruction of the former issue.[44]

Meanwhile, in Brockville, George Dixon, in consultation with Samuel Keefer, lost no time in preparing cost estimates for the two proposed routes to the waterfront. They ended up by recommending the tunnel route, although they had been prepared to abandon the partially completed tunnel should this route, running under Market Street and Market Square to the waterfront, prove to be the more expensive. Once the work already completed was taken into account, it was judged the cheaper to build.[45] This decision shocked the railway committee of the town of Brockville, as Samuel Keefer had denounced the tunnel on previous occasions. They immediately recommended that tenders be advertised for both lines. They also recommended that the question could be resolved by either a study by independent engineers or a vote of the electors of the town. A vote taken in Brockville on December 16, 1856, decisively favoured the tunnel line to the consternation of a majority of the town council members.[46]

The railway company then requested tenders, to be received until January 8, 1857, for completion of the tunnel line (section no. 1), extending from the Brockville waterfront for approximately one and a half miles northward. On January 9, the directors accepted the tender of R. Coleman and Co. They also accepted a tender to complete the previously abandoned work on sections 19 and 20.[47]

Dales, Brothers and Company

The impasse between railway and municipal officials seemed to vanish with the news from England that a conditional agreement had been reached with the Dales. Under its terms the railway company would continue with the work presently under contract. The agreement was to be ratified and signed by all parties: contractors, railway, and municipalities.[48] The municipalities also agreed to resume funding the construction.

The harmony was, however, short-lived. The United Counties of Lanark and Renfrew paid their share of the certified construction estimates for the month of March, but to everyone's surprise the Brockville council passed a resolution withholding funds until the work was placed under the direction of the municipalities. With one third of the funding withheld, the contractors and workmen could not be expected to continue for very long. A public meeting was called by concerned citizens of Brockville to discuss the issue. The Brockville *Recorder* called it the "indignation meeting," a well-attended meeting that "highly approve[d] of the course pursued by Lanark & Renfrew...that Brockville Council[,] in pursuing a contrary course, [were] acting in a manner most injurious to the interests of the Town...."[49] The size of the protest clearly influenced the councillors and had a direct influence on their decision to accept the Dales as contractors.

George Crawford decided not to wait for the formal signing of the construction contract between all the parties involved and began negotiations with the English ironmakers. He sent word to the directors from England on March 13, 1857, that 4000 tons of iron was being prepared for shipping and that the same iron house would furnish all the rolling stock for the whole road to Pembroke, taking as payment one fourth in cash and three fourths in the new "1st Class" bonds.[50] The railway agreed to purchase 4000 tons of iron from Swain and Bovill, for the railway bonds only, at a 20 percent discount. However, after about 2000 tons were shipped, the English ironmaker refused to supply the remainder, as the railway had not paid the interest on its bonds punctually.[51]

Shortly afterwards, another letter from Crawford arrived, stating that the Dales, having received some issues of the Brockville newspapers and other disturbing information on the local situation, had decided to withdraw their offer. In Brockville, the discouraged contractors discharged their men, closed up the tunnel, and stopped work along the line.[52] However, by April 4, 1857, after further consideration and encouragement from George Crawford, the Dales agreed to abide by the contract as soon as the funds were forthcoming. They recommended that the company purchase two locomotives immediately to facilitate track laying as the iron arrived.[53]

Brockville council, now confident the Dales would enter into a contract to finish the road and aware of the local feelings on the subject, paid the certified construction estimates on the two months missed, and a short period of cooperation ensued. There was still strong opposition on the council as it was felt the road could be built cheaper by the municipalities themselves. They argued that the money from the municipalities and the bonds and stock of the company were sufficient to build the road to Arnprior. (In any case, the council was certain the road never would be built to Pembroke until the municipalities had given up the lien on the railway property they received in exchange for the Municipal Loan Fund bonds.)

Benjamin Dale, as the official representative of the firm Dales, Brothers and Company, of England, returned to Canada with George Crawford,[54] and on June 5, 1857, signed a contract with the railway company to complete the railway to Pembroke.[55] Brockville and Lanark and Renfrew also cosigned the agreement. The Brockville town council demanded certain amendments, to which all parties agreed, among them that the infirmary and machine shops be placed within the limits of the town.[56] Brockville had wanted this to be included in the first contract (with Sykes), and the fact that it was not made the Brockville council reluctant to use English contractors or to go along with the railway management.

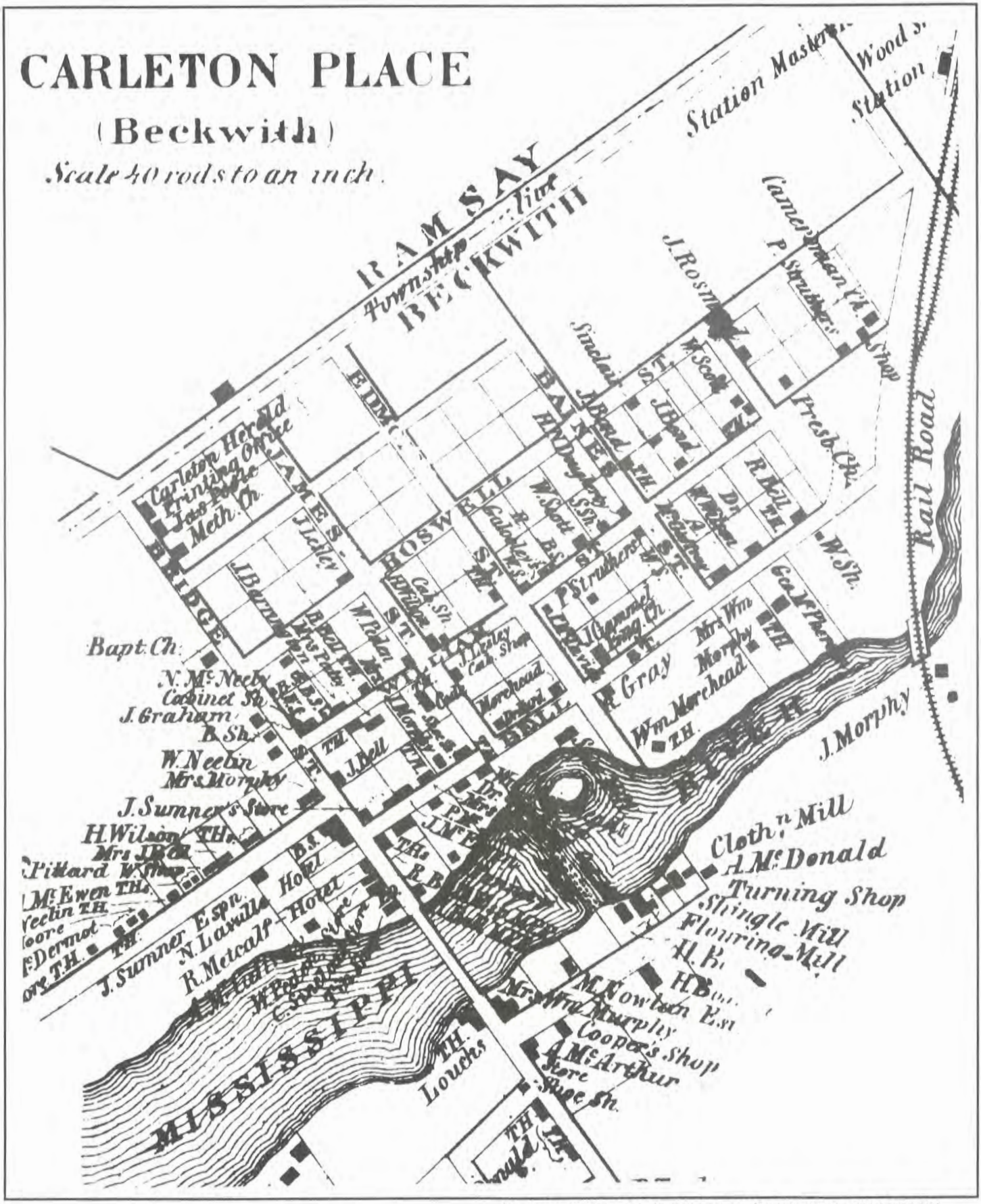
The original line through Elizabethtown had deviated a mile and a quarter from the straight in order to prevent opposition to the bonus, but as Elizabethtown township refused to hand over the bonus anyway, no further obligation was felt towards that township. When the railway company took over from Sykes, DeBergue and Company, the engineers revised the survey to run a straight line and that line was subsequently adopted.[57] On the whole, ratification of the contract with Dales, Brothers and Company by the municipalities proved surprisingly uneventful.

The railway's charter was amended on June 10, 1857, to allow for the construction of a branch railway from the Brockville and Ottawa main line to the Grand Trunk railway station in Brockville. The time for the completion of the main line to Arnprior and various branch lines was extended by three years, but the provision for exclusive right to build between Arnprior and Pembroke would end in April 1858. Construction west of Arnprior could proceed only under the Charter of the Lake Huron, Ottawa and Quebec Junction Railway Company.[58]

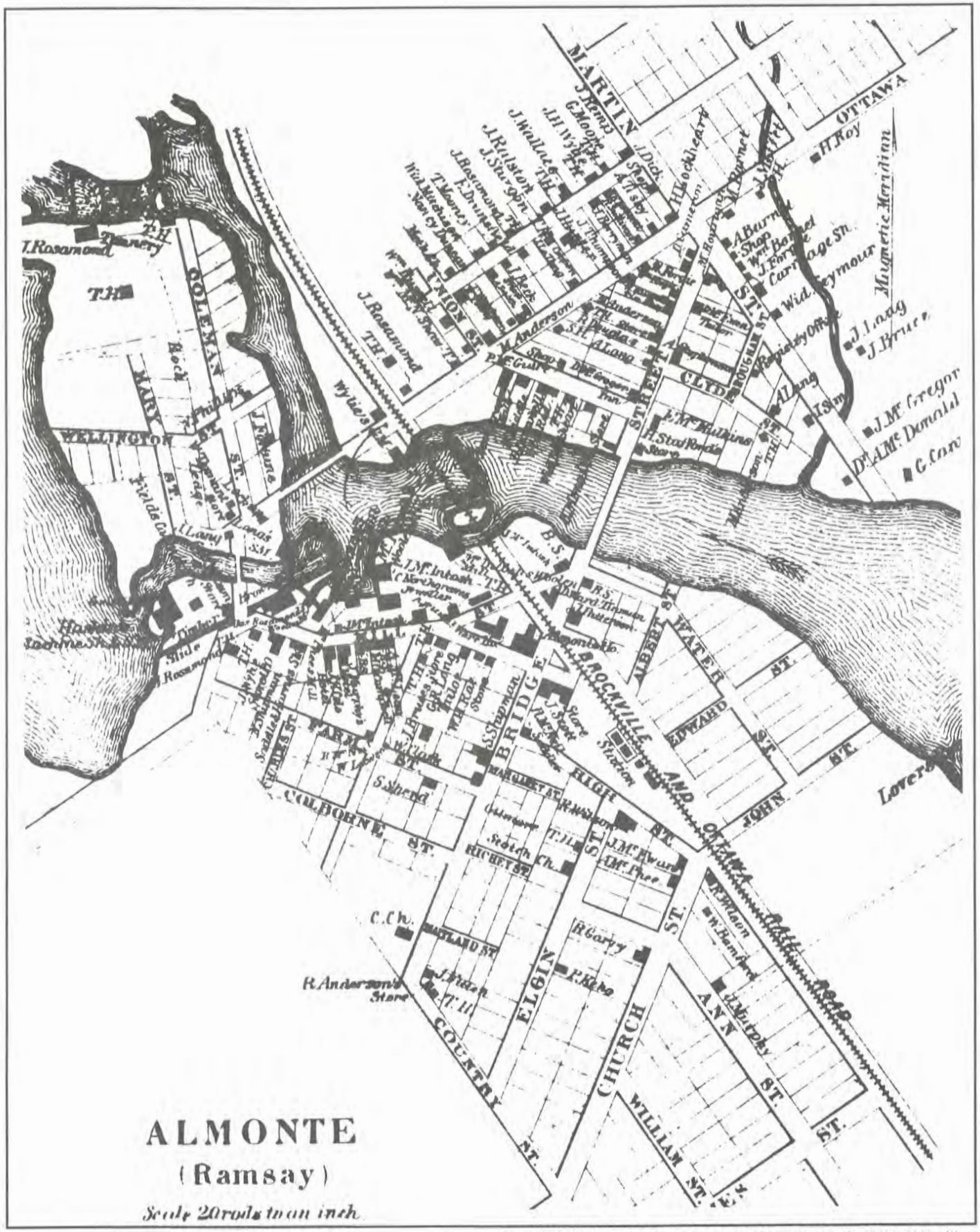
The agreement with Dales, Brothers and Company brought renewed confidence to everyone associated with the Brockville and Ottawa. The subcontractors resumed work on their sections and Benjamin Dale personally inspected the property to reassure the local population of his ability to complete the job. A staff of engineers was assembled to locate the line from the Bonnechere River to Pembroke.[59] Dales, Brothers and Company requested tenders, to be received by July 15, for the grading, masoning, and fencing of the line from Arnprior to the Bonnechere River. Railroad iron began arriving in the country, shipped in the name of the municipalities, to protect it from the railway's creditors. The Brockville town council again delayed payments on certified construction estimates alleging contract violations, but under considerable pressure from local citizens, later voted to pass a motion releasing the funds.

Hard Times

A rash of business failures precipitated a financial panic on Wall Street in New York in September 1857. By November, banks, insurance companies, merchants, and manufacturers throughout the United States were closing their doors. The financial crisis spread to London and made itself felt throughout that city's financial community.[60] Charles Ellerman, the financial agent for Dales, Brothers and Company, appeared



Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC21920 6/6).



Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC088386 1/2).

before a United Counties of Lanark and Renfrew council meeting to announce that the firm was unable to finance further construction in the present financial climate. Canadian securities were next to impossible to sell in England; only the municipal bonds were of any value. Unless Lanark and Renfrew were to advance money, work would have to stop. Benjamin Dale stated that his company had not applied to Brockville for assistance as from previous experience he considered it a total waste of time.[61]

Despite the financial situation, the Dales requested tenders in January 1858 for construction of wooden bridges and station buildings on the line between Brockville and Arnprior. This was a drastic change from the iron bridges and stone or brick buildings specified in the original contract. By this time it was evident that Dales, Brothers and Company was in serious financial trouble.

Construction Continues

Nonetheless, by February 1858, nearly 2000 tons of iron lay icebound at Ottawa, Kilmarnock, Irish Creek and Smith's Falls.[62] Twenty-five ballast cars and two locomotives would be delivered as soon as navigation permitted. The grading from Brockville to Smith's Falls was nearly complete, and the survey was going ahead from Arnprior to Pembroke.[63]

Almost five years had passed since the railway had received its charter and still no rails had been laid. At this point, the railway company took over again. It requested tenders, to be received until February 20, 1858, for ties between Almonte and Sand Point. It also took the Brockville town council to court for its continued refusal to pay its share of the construction costs. Court action was taken against Elizabethtown for withholding its bonds.[64] While awaiting results, the company suspended all work on the south side of the Rideau River at Smith's Falls, and confined the expenditures to Lanark and Renfrew,[65] who demanded that their funds be spent in the United Counties.

In the Brockville dispute, the court recommended that the parties settle by arbitration. On September 16, 1858, a settlement was reached. The agreement specified that a large portion of the funds would be spent within the town limits on railway facilities.[66] Elizabethtown was forced to release a large number of bonds to the railway by the court.

The railway company requested tenders, to be received until May 3, 1858, for laying track and ballasting the lines from Brockville to Perth and Arnprior. The contract for laying the track was given to an American firm, Phelps and Company, later that month.[67] Iron purchases became much more burdensome in 1858, after the cancellation of the contract with ironmaker Swain and Bovill in 1857. Ironmakers began demanding part of their payment in cash and with some 8,000 tons still needed, track became a major expenditure.[68]

The Brockville and Ottawa made Smith's Falls its main supply centre for grading and track-laying as it was centrally located on the railroad and was served by the Rideau Canal, an excellent commercial transportation system. In June, two wood-burning steam locomotives from the Ontario Foundry, in Kingston, the *Ottawa* and the *St. Lawrence*, arrived at Smith's Falls, having been shipped over the Rideau Canal. A temporary track was laid from the wharf to a ballast field, about 3 1/2 miles away. The wood sheds were complete, while the depot and a freight house were still under construction.[69]

In an effort to open the Brockville–Smith's Falls-Perth section to traffic by the fall of 1858,[70] the directors decided to discontinue construction of the line north of Carleton Place except for the abutments for the bridges over the Mississippi and Madawaska rivers. The Brockville and Ottawa charter was amended on July 24, 1858, to extend

Two previous pages

Carleton Place

Only 11 years after the arrival of the Brockville and Ottawa at Carleton Place, the Canada Central Railway built to the village from Ottawa and became the dominant railway by leasing the Brockville and Ottawa's line between Carleton Place and Sand Point in 1871.

Almonte

The railway established a temporary northern terminus at Almonte in 1859; it included an engine house and turntable together with the station facilities. Construction was still suspended when this map was produced in 1863, but within two years the company would be reorganized, financing would be secured, and the railway completed to Sand Point.

the time for completion of the line by five years. They regained exclusive rights to build from Arnprior to Pembroke.[71] A total of 10,220 tons of iron had now been purchased by George Crawford in England, and most of it had been shipped.[72]

By September 1858, Samuel Bothwell, a contractor from Almonte, had nearly completed work on the passenger station, the freight house, and the stone engine house in Perth. The castings for the turntable had arrived but were not yet installed. The recently completed wood shed was blown down by a strong wind, creating some doubt about the quality of his work,[73] but after inspection the collapse was blamed on a design error. The Perth branch was now nearly completed, with track laid into the town but not to the depot.[74]

By December a track connection was made in Brockville with the Grand Trunk Railway, which provided two locomotives to speed up construction. Track was laid from Huffs, 6 miles north of Brockville, to Irish Creek, 6 miles south of Smith's Falls. Irish Creek was navigable from the Rideau Canal to the Irish Creek station, about 4 miles, and was used to deliver a locomotive and iron to build this section.[75] The station was located in an isolated area and consisted of a combined passenger station and freight house, a low frame building elevated on piles about five feet from the ground.[76] Ten miles of track were laid, from Smith's Falls to Franktown. The main line through Carleton Place, Almonte, Pakenham, Arnprior, and Castleford Mills to the Bonnechere River was graded, but it was too late in the year to lay any rails. In Section No. 1, only the tunnel on the approach to the Brockville waterfront was under contract; grading of this section had not begun.

On January 10, 1859, invited guests boarded a special excursion train in Brockville for Perth. A bitterly cold day and less than ideal track conditions combined to create many problems during the trip, especially between Smith's Falls and Perth. Some passengers left the train during the many breakdowns, including a few from Brockville who returned by the Brockville–Smith's Falls stage. Although the trip could not be considered a complete success, nevertheless the train returned to Brockville successfully, if a few hours behind schedule.[77]

On February 15, 1859, Samuel Keefer, now government inspector of railways, inspected the line from Brockville to Perth and was satisfied with its condition. He accordingly permitted the railway to open for business on February 17.[78] Even after his appointment as inspector on September 5, 1857,[79] he continued as consulting engineer with the Brockville and Ottawa for some time.[80]

The Line into Brockville

Much to the town's dismay and over the protests of the town council, the railway company unilaterally decided to build only 2,000 feet of the 4,000 foot wharf in Brockville and to spend the money thus saved on the northern extension. As the town would eventually pay the cost of building the wharf (a commitment dating from the arbitration used to settle the bond dispute in 1858), the council told the contractor to build it 4,000 feet long, the length agreed to in the settlement. In March 1859, the railway applied for an injunction to stop the town from forcing them to build the full 4,000 feet, but the court refused the request.[81] The original plan was followed, but the next crisis was not long in coming.

In April the bridge over the Rideau River at Old Slys (Smith's Falls) collapsed. The pier in the centre of the river could not hold its own weight and gave way during the night, leaving the track suspended in midair. The pressure created by the earth and rock fill during the spring thaw had forced the collapse of the small stone retaining walls.[82] It was quickly rebuilt to a better design. After intense public pressure to fire Samuel Keefer for his involvement in this matter, he was replaced by Hamilton Killaly as inspector of railways, and named assistant commissioner of Public Works.[83]

Now track-laying resumed towards Carleton Place and Almonte. The railway company anounced that construction would stop at Almonte unless money could be found to continue the line to Arnprior or Roddy's Bay.[84]

The 24-mile line between Smith's Falls and Almonte was opened on August 22, 1859,[85] following an inspection by A. De Grassi, the assistant inspector of railways. However, the Board of Railway Commissioners rejected the inspection report and ordered another inspection.

Brockville & Ottawa Railway

and after Thursday 17th February, trains connecting with the Express Train on the Grand Trunk Railway at Brockville will leave as follows

Perth	at 8.30 am
Smiths Falls	9.25 "
at Brockville	11.20 "

Returning will leave

Brockville	5.15 P.M.
Smiths Falls	7.05 "
at Perth	7.55 "

Passengers leaving Perth or Smiths Falls in the morning will reach Toronto & Montreal same evening.

Passengers for Brockville intending to return same day will have six hours in town

Brockville Feby 17th 1859

Robert Watson
Managing Director
B. & O. Ry.

Carleton Place Herald insert till further notice
RW

A letter from Robert Watson requesting the insertion of a timetable in the Carleton Place Herald.
Source: National Archives of Canada, MG24K49 vol. 2.

Brockville & Ottawa Railway

Opening of the line to Almonte —

The public are respectfully informed that on and after Monday August 22nd, and until further notice, Trains will leave Almonte for Brockville & Perth and intermediate stations as follows.

Main line

Leave Almonte	at	7.30 am
" Carleton Place	at	8.00 "
" Franktown	at	8.30 "
" Smiths Falls	at	9.15 "
Arriving at Brockville	at.	10.55 "

Returning

Leave Brockville	at	4.35 PM
Arrive at Franktown		6.50 "
" at Carleton Place		7.25 "
" at Almonte		7.50 "

Perth Branch

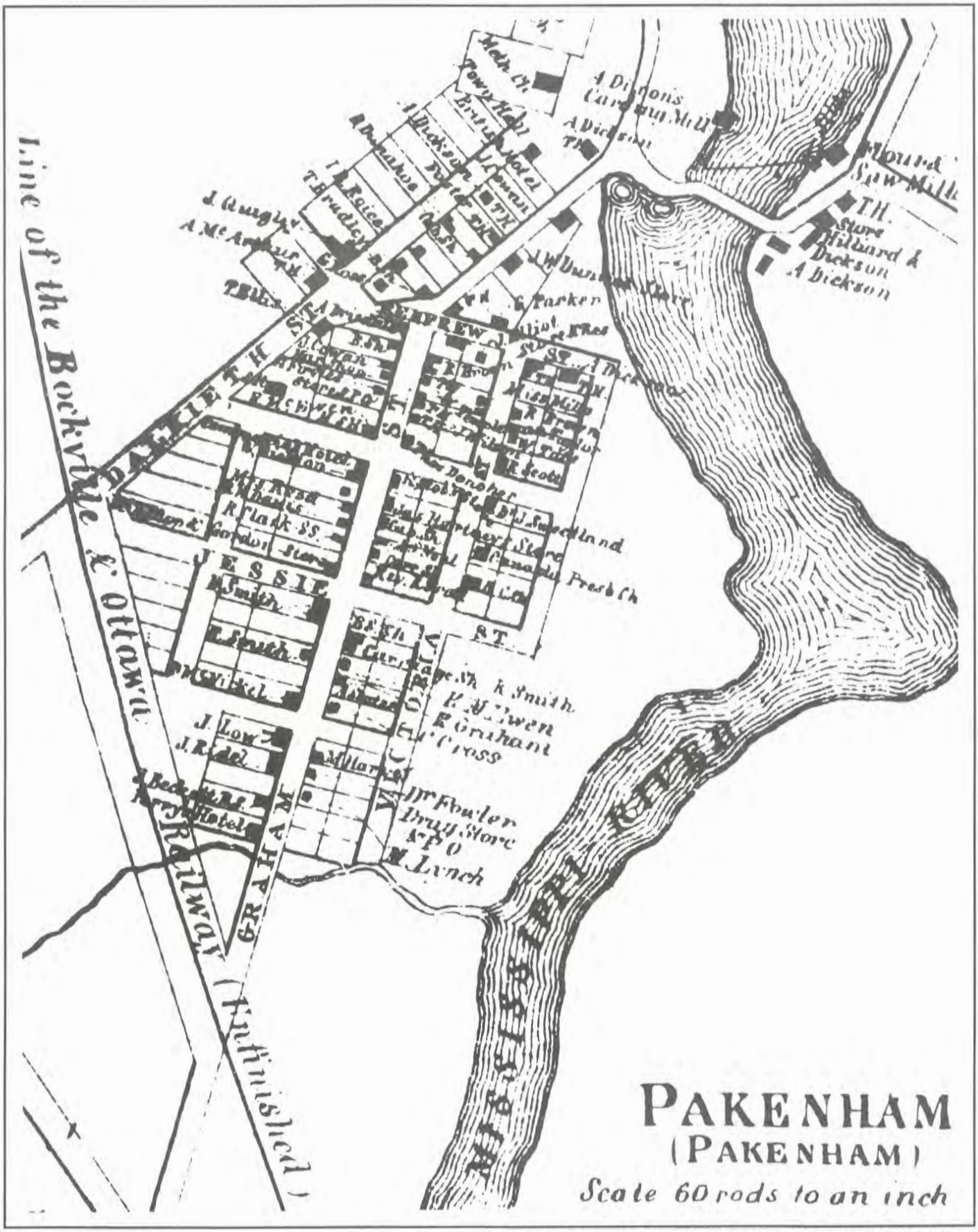
Passengers for Perth will change cars on arrival of the train at Smiths Falls reaching Perth 9.50 am

Returning - leave Perth at 5.25 P.M. Connecting at Smiths Falls with the train from Brockville to Almonte.

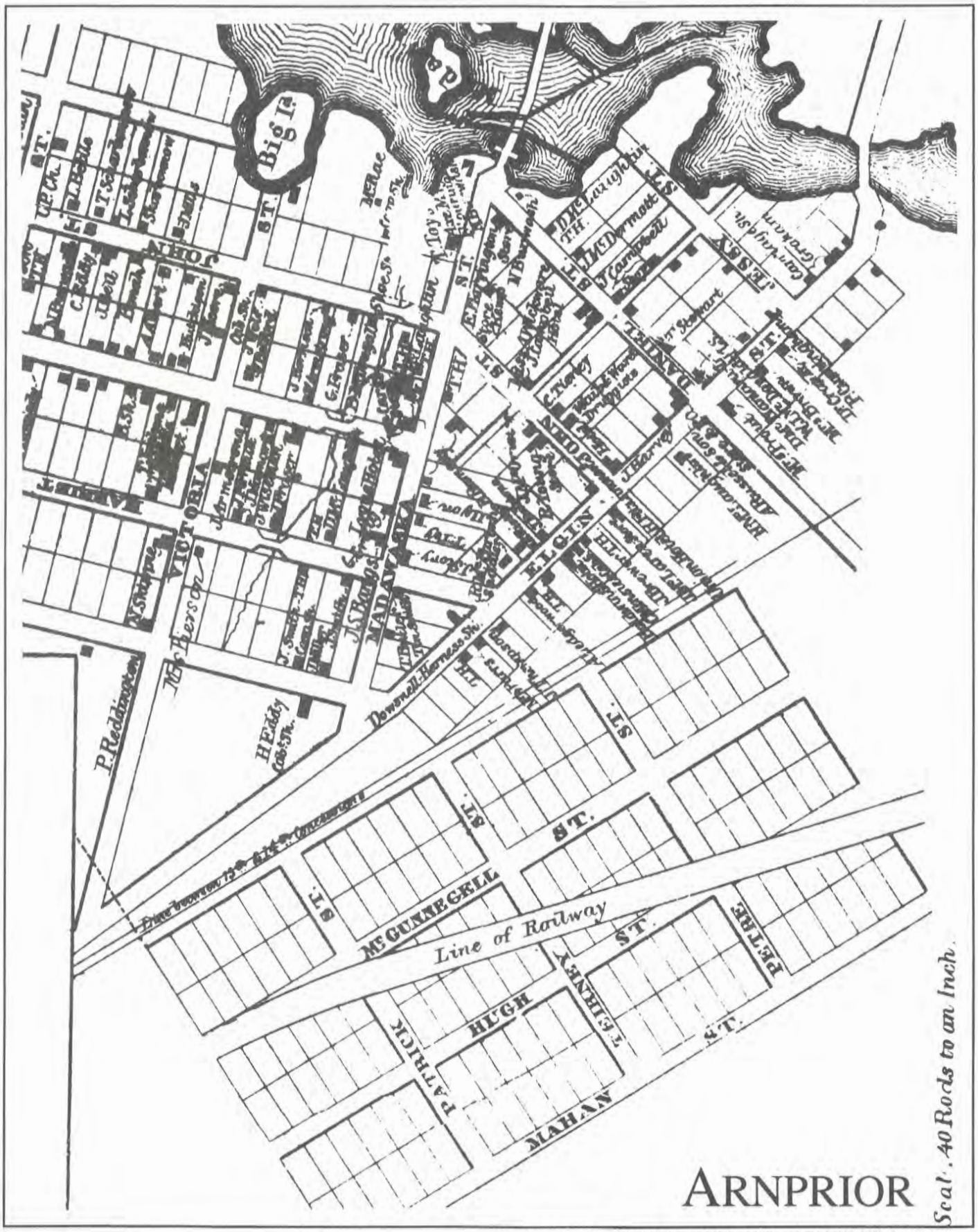
Stages will leave Arnprior in the morning connecting with the train for Brockville & Perth. Passengers will reach Montreal & Toronto same evening. Stages will also leave for Pakenham & Arnprior on arrival of the train at 7.55 P.M., thus affording a daily communication between Perth, Brockville, Montreal & Toronto - Tickets issued to all stations on the Grand Trunk Railway

Robert Watson
Managing Director B&OR

A letter from Robert Watson requesting the insertion of a timetable in the Carleton Place Herald.
Source: National Archives of Canada, MG24K49 vol. 2.



Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC88386 1/2).



Map by H.F. Walling, 1863 (National Archives of Canada, Neg. No. NMC21920 4/6).

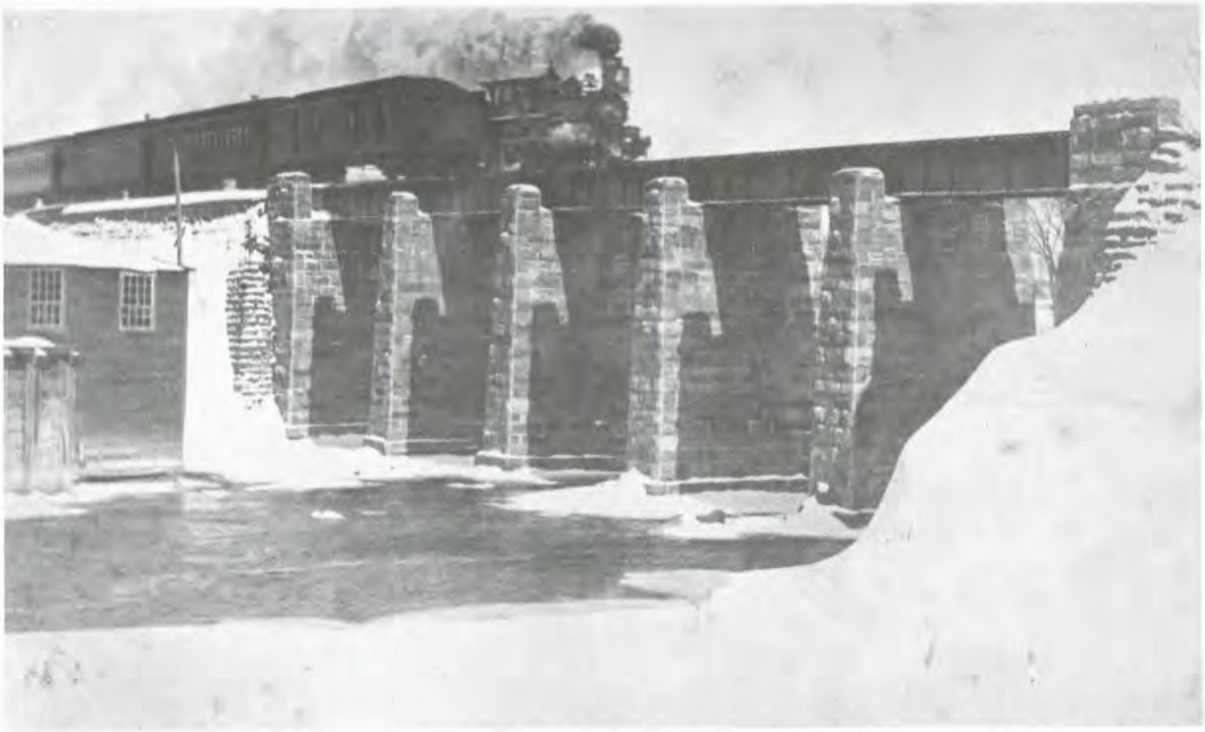


Photo: National Archives of Canada, Merrilees collection. Neg. No. PA188811

The Canadian Pacific Railway bridge crossing the Rideau River at Old Slys (Smith's Falls) (ca. 1900), the site of the 1859 bridge collapse.

In May 1860, after Hamilton Killaly, the inspector of railways, reported the line in good running order, permission was again given to open the line.[86] These bureaucratic problems did not affect the railway as it remained open throughout the period, and August 22, 1859, is considered the official opening of the section. A daily stage was put on the route between Arnprior and Almonte to connect with the trains.

Two previous pages

Pakenham

When this map was produced in 1863, the railway was unable to finance construction past Almonte. The proposed right of way shown on the map would eventually include a long embankment to bring the line past Pakenham.

Arnprior

Rails finally reached this village on the Ottawa River in late 1864. A temporary terminus including a combined passenger and freight shed, an engine house and a turntable was established until the bridge over the Madawaska River was completed and access to the permanent site was obtained in 1865. The map shows the proposed right of way.

In September 1859, the railway advised Brockville town council of its intention to begin work on the railway facilities on Blockhouse Island, the St. Lawrence River terminal. The firm of Row, Brown and Company received a contract to level the island, and Taggart and Foster received a contract to build the structures. The Taggart and Foster contract had originally been given in 1858, but all work had stopped in September of that year when Brockville town council refused to pay the construction estimates. The arbitration proceedings of September 16, 1858, settled this dispute and provided most of the funds for this contract.[87]

Robert Watson, the railway's managing director, went to England in an effort to raise the money needed to complete the line to Arnprior, but the financial difficulties of the Grand Trunk had resurfaced and English investors were not interested.[88] The English papers contained articles from which it appears that the English investors were in a panic, and were demanding

that the Canadian government come to their aid or the Grand Trunk would be compelled to go bankrupt. Now, however, concern was also being expressed over the financial affairs of the Province of Canada. In its desire to see the Grand Trunk completed, the province had supplied large subsidies to attract English investment to the point that there was serious doubt about the province's ability to repay the provincial debt. However, the province eventually granted another controversial aid package.

The Brockville Tunnel was opened on December 31, 1860, from the temporary terminal to the harbour, a distance of 3/4 of a mile, after being inspected by Hamilton Killaly.[89] He had been asked to inspect the tunnel personally by the railway commissioners; it was the first railway tunnel inspected in the province.[90] The Grand Trunk railway bridge built over the Brockville and Ottawa line in Brockville was complete and the rails laid between the bridge and the wharf.[91] The terminal buildings at the waterfront consisted of a wooden station house, a wooden freight house covered with iron and conveniently located to receive freight by land or water, two wood sheds, and a circular engine house with pits for ten engines and room for workshops for repairs to engines and cars with a turntable and water tank inside. Except for a small amount of finishing on the engine house, all was completed.[92] The wharfage in the harbour was also complete, and at Smith's Falls the temporary side track leading to the Rideau Canal had been taken up.[93]

As money still had to be found to complete construction to Arnprior, the railway delegated two of its officials, George Sherwood and Robert Watson, to return to England. They spent most of the summer and fall of 1861 trying to interest financial institutions and financiers in investing in the railway.[94] The common response was that the financial affairs of the railway were in such a mess that the investment could not be justified. Finally, investors were found who would supply all the money needed to complete construction and adequately equip the railway, but only on condition that the company be reorganized. To achieve this, in the summer of 1862, a new company, the St. Lawrence and Ottawa Land and Railway Company, was formed in England, and control of the Brockville and Ottawa Railway Company was transferred to the new company.[95] These changes were approved by the bondholders and stockholders in the old company.

Going to the Ottawa

In December 1863, over 10 years after receiving its charter, the railway began a survey to locate the line from Fitzroy to the wharf at Arnprior.[96] In March 1864, almost three years after George Sherwood and Robert Watson had left for England to arrange new financing, a contract was given to make the cuts along the line between Pakenham and Arnprior and for the construction of a bridge over the Madawaska River at Arnprior. The rails were placed along the line between Almonte and Arnprior ready for the tracklayers, and the track already laid was repaired. At this time the railway company decided to build west to Sand Point, 5 1/2 miles farther up the Ottawa River, to try to secure the continuation of their charter.[97]

In May tracklaying began between Almonte and Pakenham. Contractors also began building bridges over the Mississippi river at Almonte and Pakenham.[98] The year was so far advanced when the decision was made to build the extension that the timbers for the bridges could not be obtained by the usual method, by tender and cut during the winter. No lumber contractor could be found who would guarantee delivery. The contractors waited until the middle of June, when the lumbermen were driving the timber down the Mississippi and Madawaska rivers, and selected timber as best they could as it floated downriver.

The Almonte bridge measured 420 feet with the approaches, and the Pakenham bridge measured 337 feet with approaches. The bridge at Arnprior would include two spans of 150 feet each plus approaches. All three bridges rested on stone piers and abutments.[99] At Sneddens the railway built a platform with a covered waiting room; at Pakenham a combined passenger station and freight shed with a dwelling for the agent, a wood shed, and a tank house for water; and at Arnprior, a temporary facility, including a combined passenger and freight shed, an engine house, and a turntable. Permanent facilities were planned for the other side of the Madawaska River but the bridge had not been completed.

In June they began work on the Arnprior bridge.[100] Work was also under way between Arnprior and Sand Point. In July the bridge at Almonte was crossed for the first time by train.[101] In August the rails were laid and the road ballasted to within two miles of Pakenham.[102] In November the last spike was driven to complete the railway to a temporary terminus at Arnprior, 17 miles from Almonte.[103]

Regular service began on December 6, 1864.[104]

On February 27, 1865, the railway requested tenders for the completion of the line from Almonte to Arnprior and the extension to Sand Point. The contract was given to J.B. Rogers on June 9, 1865, replacing Phelps and Company. The line was finished to Sand Point in September 1865, past the contract deadline because of the railway's inability to deliver supplies to the construction crews.[105,106]

Epilogue

The Sand Point extension proved to be the last undertaken by the Brockville and Ottawa; traffic from here on changed to steamers serving the upper Ottawa valley. Construction further west would be undertaken by the Canada Central Railway, the name chosen for the 1877 (confirmed in 1878) merger of the Canada Central and the Brockville and Ottawa railways.[107]

As of 1992, all of the trackage, except for the 1\2 mile between the Brockville waterfront and Grand Trunk Junction (now Canadian National Railways), was in daily operation by CP Rail.

The Canadian Pacific Railway station (n.d.) at Sand Point.

Photo: Brockville Museum

Brockville & Ottawa Railway

Open through to the Ottawa !!!

On and after Tuesday the 6th of December 1864, Trains will be run regularly between Brockville and Arnprior, as follows.

Going North	a.m.	p.m	Going South	a.m.	p.m
Brockville (leave)	7.00	3.00	Arnprior (leave)	6.45	12.10
Arnprior (Arrive)	11.20	8.15	Brockville (Arrive)	11.48	4.30

These trains connect with the Grand Trunk Railway at Brockville, so that passengers leaving Montreal by the morning Express, may be in Arnprior the same evening at 8.15 P.M. and those leaving Arnprior by the afternoon train at 12.10 P.M. can, by taking the Grand Trunk Express at Brockville, arrive in Montreal the same night. The passenger fares, and freight tariff on this Line between Arnprior and Brockville, are as follows, viz.

1st Class Passenger fare	2.10
Rafting Staff. Oars, boats &c Per Car Load	15.00

The "gauge" of this Railway being the same as that of the Grand Trunk freight can be brought over the Road from all points of Canada, without transhipment at Brockville

R.P. Cooke
Engr & Supt

A letter from R.P. Cooke requesting the insertion of a timetable in the Carleton Place Herald.
Source: National Archives of Canada, MG24K49 vol. 2.

Notes

[1]Statute of Canada, 1850. 13-14 Vict. Cap. 132. *Incorporation of a Company to construct a Rail-road between Bytown and Prescott.* August 10, 1850.

[2]*Carleton Place Herald*, February 10, 1853.

[3]Statute of Canada, 1853. 16 Vict. Cap. 106. *Incorporation of the Brockville and Ottawa Railway Company.* April 22, 1853.

[4]Ibid., 1853. 16 Vict. Cap. 240. *Incorporation of the Perth and Kemptville Railway Company.* June 14, 1853.

[5]Ibid., 1853. 16 Vict. Cap. 137. *Incorporation of the Bytown and Pembroke Railway Company.* May 23, 1853.

[6]*Bathurst Courier*, May 20, 1853; also June 3, 1853.

[7]National Archives of Canada. Microfilm Roll #C-116. Canada, State Books, Volume N. September 30, 1853.

[8]Ibid., Microfilm Roll #C-116. Canada, State Books, Volume N. October 19, 1853.

[9]*Carleton Place Herald*, July 15, 1858.

[10]*Bathurst Courier*, July 22, 1853; *Brockville Recorder*, July 28, 1853; *Carleton Place Herald*, August 4,1853.

[11]*Brockville Recorder*, September 17, 1857.

[12]*Carleton Place Herald*, November 3, 1853.

[13]Statute of Canada, 1851. 14-15 Vict. Cap. 51. *An Act to consolidate and regulate the General Clauses Relating to Rail-ways.* August 30, 1851.

[14]*Carleton Place Herald*, March 14, 1854.

[15]Canada, Appendix of the Journals of the Legislative Assembly, 1856. 19 Vict. App. (No.66). *Enquiry into the Montreal and Bytown Railway.*

[16]*Carleton Place Herald*, January 10, 1854.

[17]*Brockville Recorder*, April 27, 1854.

[18]*Bathurst Courier*, December 12, 1856.

[19]Canada, Appendix of the Journals of the Legislative Assembly, 1856. 19 Vict. App. (No.66). *Enquiry into the Montreal and Bytown Railway.*

[20]*Bathurst Courier*, August 25, 1854.

[21]*Brockville Recorder*, September 21, 1854.

[22]Canada, Appendix of the Journals of the Legislative Assembly, 1856. 19 Vict. App. (No.66). *Enquiry into the Montreal and Bytown Railway.*

[23]*Montreal Gazette*, October 17, 1854.

[24]*Carleton Place Herald*, May 3, 1855.

[25]*Montreal Gazette*, September 23, 1854; also *Carleton Place Herald*, November 7, 1854.

[26]*Brockville Recorder*, May 17, 1855.

[27]*Carleton Place Herald*, March 27, 1856.

[28]Ibid., March 29, 1856.

[29]Statute of Canada, 1855. 18 Vict. Cap. 181. *Act to amend the Act of Incorporation of the Brockville and Ottawa Railway Company.* May 19, 1855.

[30]Canada, Appendix of the Journals of the Legislative Assembly, 1854. 18 Vict. September 11, 1854 to May 19, 1855; also House of Commons Debates, 1854-1855, September 27, 1854.

[31]National Archives of Canada. Microfilm Roll #C116. Canada, State Books, Volume O. January 30, 1854.

[32]Ibid,. Microfilm Roll #C118. Canada, State Books, Volume S. November 30, 1857.

[33]Sykes *et al.* v. the Brockville and Ottawa Railway Company. *Upper Canada Queen's Bench Reports*, 1863. Toronto, Carswell and Co., 1882. p. 459.

[34]*Carleton Place Herald*, February 14, 1856.

[35]Statute of Canada, 1856. 19-20 Vict. Cap. 112. *Act to encourage the construction of a railway from Lake Huron to Quebec.* July 1, 1856.

[36]Canada, Appendix to the Journals of the Legislative Assembly, 1857. 20 Vict. App. (No.5). *Survey of the Valley of the Ottawa by Walter Shanly.*

[37]*Brockville Recorder*, August 7, 1856.

[38]*Bathurst Courier*, July 25, 1856.

[39]*Brockville Recorder*, February 14, 1856; also, March 20, 1856.

[40]*Carleton Place Herald*, July 3, 1856.

[41]Ibid., September 25, 1856.

[42]Ibid., November 27, 1856.

[43]*Bathurst Courier*, December 12, 1856.

[44]*Carleton Place Herald*, March 12, 1857.

[45]*Bathurst Courier*, December 12, 1856.

[46]Ibid,. December 26, 1856.

[47]Ibid,. January 16, 1857.

[48]Ibid., February 27, 1857.

[49]Ibid., April 10, 1857.

[50]*Carleton Place Herald*, April 9, 1857.

[51]*Perth Courier*, March 18, 1859.

[52]*Carleton Place Herald*, April 23, 1857.

[53]*Bathurst Courier*, April 24, 1857.

[54]*Carleton Place Herald*, May 7, 1857.

[55]Ibid., July 16, 1857.

[56]*Brockville Recorder*, June 4, 1857.

[57]*Perth Courier*, February 5, 1858.

[58]Statute of Canada, 1857. 20 Vict. Cap. 144. *Act to amend and extend the Charter of the Brockville and Ottawa Railway Company.* June 10, 1857.

[59]*Bathurst Courier*, June 19, 1857.

[60] Vincent P. Carosso. *The Morgans, Private International Bankers - 1854-1913.* Massachusetts: Harvard University Press, 1987. p. 63. Also *Bathurst Courier*, September 4, 1857.

[61]*Carleton Place Herald*, October 22, 1857.

[62]Ibid., February 25, 1858.

[63]Ibid., October 22, 1857.

[64]Ibid., July 15, 1858.

[65]*Perth Courier*, May 13, 1858.

[66]Ibid., October 29, 1858.

[67]Ibid., May 13, 1858.

[68]Ibid., March 18, 1859.

[69]*Mirickville Chronicle and Weekly Advertiser*, June 25, 1858.

[70]*Carleton Place Herald*, July 15, 1858.
[71]Statute of Canada, 1858. 22 Vict. Cap. 55. *Act to extend the charter of the Brockville and Ottawa Railway Company*. July 24, 1858.
[72]*Perth Courier*, August 6, 1858.
[73]Ibid., September 10, 1858.
[74]*Carleton Place Herald*, December 16, 1858.
[75]*Perth Courier*, December 24, 1858.
[76]*Mirickville Chronicle and Weekly Advertiser*, March 4, 1859.
[77]*Brockville Recorder*, January 13, 1859.
[78]Canada, Appendix to the Journals of the Legislative Assembly, 1862. 25 Vict. App. (No. 16). *Report of Samuel Keefer for the years 1859-1860*. also *Perth Courier*, February 18, 1859.
[79]Report of the Board of Railway Commissioners of Canada, 1858. *Report of Samuel Keefer for the year 1858*. Hamilton: Gillespy and Robertson, 1859.
[80]*Brockville Recorder*, November 18, 1858.
[81]Ibid., April 21, 1859.
[82]Ibid., May 5, 1859.
[83]Ibid., May 19, 1859.
[84]*Perth Courier*, May 27, 1859.
[85]Canada, Appendix to the Journals of the Legislative Assembly, 1862. 25 Vict. App. (No. 16). *Report of Samuel Keefer for the years 1859-1860*; also *Carleton Place Herald*, September 1, 1859.
[86]National Archives of Canada. RG1 E6 Vol. 6. Board of Railway Commissioners of Canada, 1860. Letters dated 2 May and 30 May, 1860.
[87]*Brockville Recorder*, February 9, 1860.
[88]*Carleton Place Herald*, June 14, 1860.
[89]Canada, Appendix to the Journal of the Legislative Assembly, 1862. 25 Vict. App. (No. 16). *Report of Samuel Keefer for the years 1859-1860*.
[90]National Archives of Canada. RG1 E6 Vol. 6. Board of Railway Commissioners of Canada, 1860. Letter dated 22 December, 1860.
[91]*Brockville Recorder*, October 4, 1860.
[92]*Carleton Place Herald*, November 28, 1860; also February 27, 1861.
[93]Ibid., February 27, 1861.
[94]Ibid., December 4, 1861.
[95]Statute of Canada, 1863. 27 Vict. Cap. 57. *Act for the re-organization of the Brockville and Ottawa Railway Company*, October 15, 1863; also *Carleton Place Herald*, August 27, 1862.
[96]*Ottawa Union*, December 17, 1863.
[97]*Carleton Place Herald*, March 30, 1864.
[98]*Perth Courier*, May 27, 1864.
[99]First Annual Report of the Brockville and Ottawa Railway (New Company) for the Year Ending 1864. Montreal: John Lovell, 1865.
[100]*Ottawa Union*, June 21, 1864.
[101]Ibid., July 27, 1864.
[102]Ibid., August 19, 1864.
[103]*Carleton Place Herald*, December 7, 1864.
[104]*Perth Courier*, December 9, 1864.
[105]Second Annual Report of the Brockville and Ottawa Railway for the Year Ending 1865. Montreal: John Lovell, 1866.
[106]*Ottawa Citizen*, September 12, 1865.
[107]*Toronto Globe*, December 8, 1877; also Statute of Canada, 1878. 41 Vict. Cap. 36. Act to amend the Acts incorporating the Brockville and Ottawa Railway Company and the Canada Central Railway Company and to provide for the amalgamation of the said companies.

Time Table No. 14

Commencing Monday December 3, 1866

Miles	Stations	Mixed No. 1	Mixed No. 2
	Main Line		
0	**Brockville**	**3:40**	**8:40**
1/2	**Grand Trunk Junction**	**3:45**	**8:45**
5 1/2	*Fairfield	4:02	9:04
7	*Clark's	4:08	9:14
10	**Bellamy's**	**4:20**	**9:23**
12	*Jelly's	4:28	9:32
13 1/2	*Bell's	4:34	9:39
16	*Wolford	4:44	9:49
21	**Irish Creek**	**5:04**	**10:11**
25	*Story's	5:20	10:29
28	**Smith's Falls**	**5:32**	**10:45**
33 1/2	*Ferguson's	5:52	11:09
37	**Franktown**	**6:08**	**11:24**
41	*Beckwith	6:28	11:41
46	**Carleton Place**	**6:48**	**12:03**
52	**Almonte**	**7:12**	**12:29**
55 3/4	*Snedden's	7:28	12:46
61	**Pakenham**	**7:48**	**1:08**
69	**Arnprior**	**8:20**	**1:43**
74 1/2	**Sand Point**	**8:40**	**2:00**
	Perth Branch		
0	**Perth**	**9:50**	**4:40**
6	*Pike Falls	10:12	5:02
12	**Smith's Falls**	**10:35**	**5:25**

*Flag Stations

Source: National Library of Canada: The Pembroke *Observer* dated February 8, 1867.

Brockville and Ottawa Railway Company

Year Ending 1865

Station Accommodation
Engine Sheds: 4, with a total of 15 stalls
Passenger and Freight Sheds: 11
Wood Sheds: 8
Water Tanks: 9
Turntables: 4

Rolling Stock
Engines: 6 (two new engines on order)
Passenger Cars: 5
Baggage Cars: 2
Box and Cattle Cars: 17
Platform Cars: 71

Number of Employees
Head Office: 4
Traffic Department: 42*
Locomotive Department: 25
Maintenance Department: 52

Railway Right of Way
Length of line and sidings – 90 miles
Weight of iron – 75 lbs, 60 lbs, and 58 lbs
Number of ties per mile – 2200
Miles of track ballasted – 88 miles
Amount of ballast, per mile – 2500 cubic yards
Width of embankments – 18 feet
Width of cuttings at sub-grade – 22 feet

Machine Shop
Stationary Engine and Boiler of 10-horse power, nominal

Iron Working Machinery
Engine Lathe
Axle Lathe
Car-wheel Borer
Wheel Press
Screw-bolt Cutter
Iron Planer
Upright Drill
Driving Wheel Lathe (on order)

Wood Working Machinery
Daniel's Planer
Planer and Matcher
Tenoning Machine
Mortising Machine
Scroll Saw
Cross-cut Saw
Ripping Saw
Cordwood Saw
Small Lathe

Main Line Complete to Date
Brockville to Sand Point – 74 1/2 miles

*Includes correction from 1866 Annual Report.

Copied from the Second Annual Report of the Brockville and Ottawa Railway Company (new company).

Know all Men by these Presents that

I Robt Robson of the Township of Elizabethtown in the County of Leeds and Province of Canada Yeoman and I Mary Robson Widow of Adam Robson deceased

In consideration of One Hundred and Twenty five Pounds

of lawful money of Canada, paid to us by the BROCKVILLE AND OTTAWA RAILWAY COMPANY, the receipt whereof is hereby acknowledged, *do hereby grant unto the Brockville and Ottawa Railway Company*, and their assigns forever—

All that certain piece of land situate in the Township of Elizabethtown in the County of Leeds in the Province of Canada (West) being composed of a part of the rear part of Lot Number Fifteen in the third Concession of the Township of Elizabethtown aforesaid, and which may be described as follows that is to say a strip of land ninety feet wide extending from the allowance for road in rear of said Concession to the Pond known as the Back Pond, the Central line of which said strip may be known and described as follows that is to say, commencing on the Southern limit of said allowance for road at the distance of one Hundred and fifty feet from the division line between Lots fourteen and fifteen in said Concession upon said allowance thence running Southerly parallel with said division line Two thousand Eight hundred and fifty six feet more or less to the Waters Edge of said ~~[illegible]~~ Pond. and which said piece or strip of land is laid out and described upon the plan annexed hereto and is therein coloured red, which plan contains a correct description of the same. and contains Five acres and Nine tenths of an acre more or less

the same having been selected and laid out by the said Company for the purposes of their Railway,

Witness our **Hands and Seals, this** Third **day of** May

A.D., One Thousand Eight Hundred and Fifty four

Signed, Sealed and Delivered, in Presence of

Robt Watson

Jo Robt Robson (S)

her
Jo Mary X Robson (S)
mark

Canada } Robert Watson of Brockville in the County of
To Wit } Leeds Esquire maketh oath and saith that he
was personally present and saw the Deed of which the
within is a true Copy duly Executed by the therein named
Robert Robson and Mary Robson

That this deponent is a subscribing witness to the
same and } that said Deed was Executed as aforesaid
at Brockville aforesaid

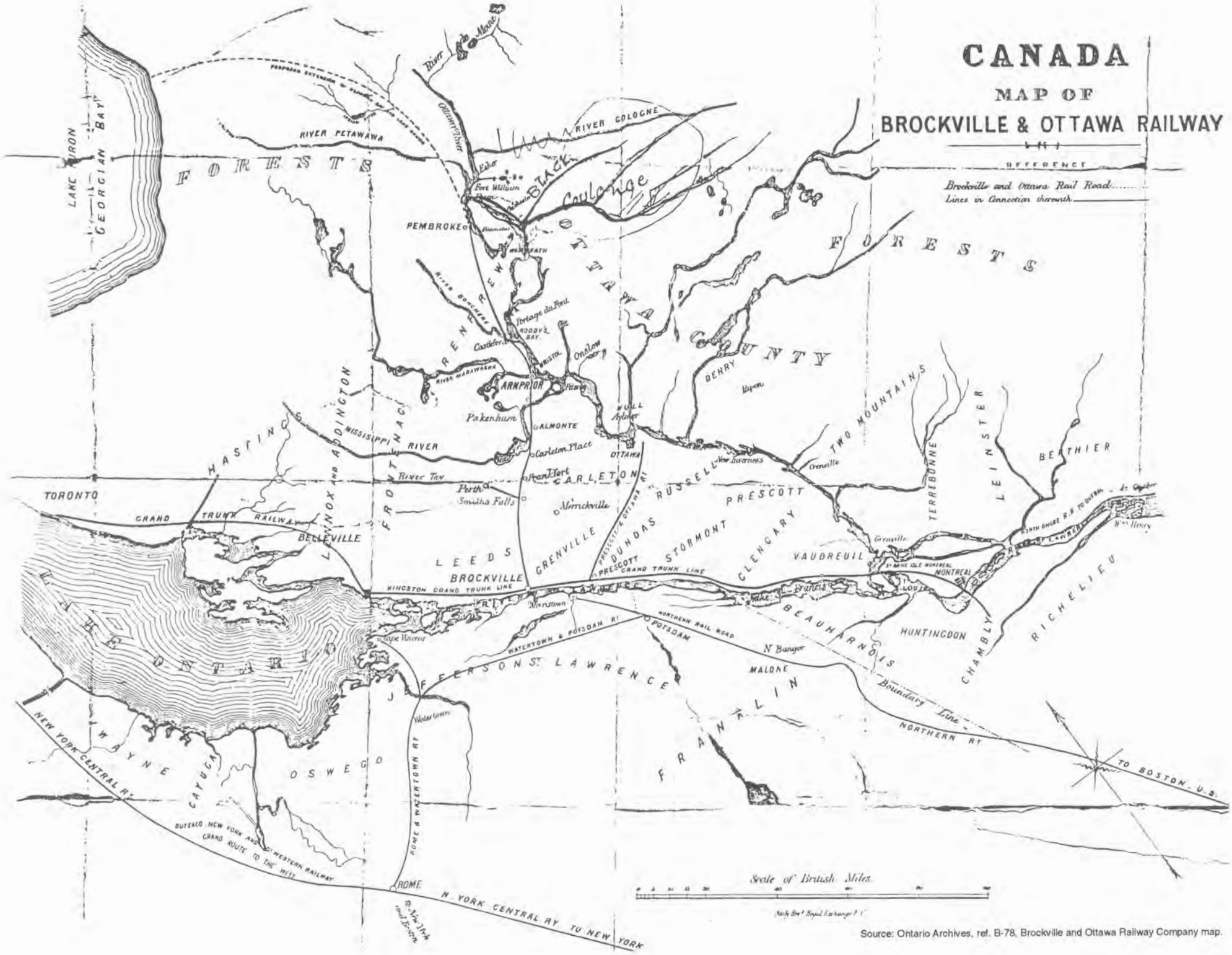
Sworn before me at Brockville
this Seventh day of July 1854

H. F. Stiles

A Commissioner of Queens Bench
for taking affidavits &c in and for the
United Counties of Leeds and Grenville

Robert Watson

Deed for sale of right of way (source: Brockville Museum).



Source: Ontario Archives, ref. B-78, Brockville and Ottawa Railway Company map.