

Local Railway Items from Area Papers - 1857

23/01/1857 The Tribune, Ottawa Brockville and Ottawa

Brockville and Ottawa Railway.

A meeting of directors took place at Smiths Falls on the 9th instant. Fourteen tenders for the tunnel were opened and ten tenders for sections 19 and 20 which had been thrown up by the first contractors. The tender of R. Coleman & Co., composed of W.H. Wilson, Jas. Row, David Row, Alex. S. Browne, and Jas. C. Foster was accepted for the tunnel; and the tender of Jas. Goodman for sections 19 and 20 was accepted. The tender for the tunnel is under Mr. Dixon's estimate. Mr. Richards proposed that stock to the amount of £30,000, should be sold to the Brockville council and a like amount to Lanark and Renfrew Council, at such price as the Executive Committee should see fit to pay for it. The proposal was not agreed to. Messrs. Dickson, Whitmarsh and Sherwood were appointed a committee to consult with the County Council of Lanark and Renfrew, in conjunction with the committee of the Brockville Council, on the subject of the representation of the Municipalities in the Board of Directors. Messrs. Dickson, Beckwith, Colton, and Bell, with the Engineers were appointed a committee to purchase one hundred cars and four locomotives for the road. The Secretary was authorized to advertise for ties and cordwood. The Solicitor was authorized to investigate and report upon all claims against the Railway Company. The next meeting of the board is to be held in Perth on Wednesday the 28th instant. The County Council will then be in session. - Bathurst Courier.

05/02/1857 Brockville Recorder Brockville and Ottawa

Editorial - The Railroad a Fix.

09/04/1857 Brockville Recorder Brockville and Ottawa

By the last mail Mr. Crawford transmitted a letter, the contents of which, if realized, will settle all future bickering on the subject of the railroad. The whole of the rolling stock was arranged for on very favorable terms, and 4,000 tons of iron purchased. Persons were expected to arrange for the balance of the iron in a few days after the letter was written. If Mr. Crawford succeeds in carrying out the arrangements mentioned by him, we will be as ready to give him credit for his work as we have been to caution the municipalities respecting the designs of the Directors in seeking to control the money belonging to the people. We are sorry that, notwithstanding the flattering position of matters in England, that one or two of the Contractors have stopped work. Even though the council did not grant one penny, Mr. Crawford's return in a fortnight at farthest, would have put a new feature on matters, and everything would have went on "merry as a marriage bell."

01/05/1857 The Tribune, Ottawa Ottawa and Prescott

A friend who has just returned from a trip to Ottawa City, over the Prescott and Ottawa Railway, was so delighted with his trip that he wrote us a communication expatiating on the same, which we have not room to print today. He represents the road as in excellent condition, and as doing an amount of business highly encouraging. The Presidency of this Railway, under Robert Bell, Esq., with his kind, attentive and gentlemanly Superintendent, Benjamin French, jr., Esq., is the best possible guarantee of its stability, and of its doing all that the most fastidious or exacting could ask in the way of speed, comfort and security to both passengers and freight - Ogdensburg Republican.

20/05/1857 Kingston Daily News Ottawa and Prescott

The Ottawa Citizen says: - Our readers will be pleased to learn that there is a fair prospect of something being done for the Ottawa at last. We have it on good authority that a satisfactory arrangement has been made for aid to the Ottawa and Prescott Railway, and for proceeding with the works on the Ottawa.

04/06/1857 Brockville Recorder Brockville and Ottawa

House has refused to extend the charter.

11/06/1857 Brockville Recorder Brockville and Ottawa

Editorial - The contract has been signed, and the sub-contractors have again commenced operations under the governorship of Dales, Brothers & Co.--

10/07/1857 The Tribune, Ottawa Ottawa and Prescott

A discussion took place in the City Hall on Monday night, on the subject of interest due on the loan made by the City to the Railway, which must now either be paid by the Railway Company or by the citizens, to whom an additional tax of three shillings on the expound this year would be an unpleasant demand. One of the City fathers stated that Mr. Bell, the President of the Company, when requested to meet the payment, distinctly refused to do so, adding that he "held the reins of the iron horse and would drive it where he pleased". If it be his pleasure to drive away and leave the dupes in the lurch, whom he and other railway advocates led by misrepresentation and fraud to vote the loan of fifty thousand, it would be one of those acts which Robert Bell alone could be guilty of. It appears to us, however, that the money appropriated by the legislature to aid the road can be withheld until the city is secured. Some time ago we understood that no annual election of directors had taken place; the officers hold their places, however, and may be wholly irresponsible in law as they are in fact. It would be most unjust to place public money in the hands of such men, more especially as the financial affairs of the road have never been submitted to the stockholders or the public, and the general belief is that the high toned morality which distinguished other petorious corporations has prevailed in this. We believe that two or three Boston men hold preferential stock which controls the entire road, and how they obtained that stock, or what was the value received, we have not heard, further than a ferry boat which they took back at a loss of twenty thousand pounds to the Company. The nominees of three Boston men will handle the money, and if no account is to be given of the expenditure, better try some other plan of relieving the road with it.

17/07/1857 The Tribune, Ottawa Ottawa and Prescott

Mr. Robert Bell.

This gentleman comes out in the last Citizen over his own signature, denying that he ever made use of the words attributed to him in our last issue. Viz., "That he held the reins of the iron horse, and would drive wherever he pleased." The statement was made on the authority of one of the City Fathers. More.

30/07/1857 Brockville Recorder Brockville and Ottawa

All seems quiet and progressive on the line of the Brockville and Ottawa Railroad--

We are glad to see that Messrs. Brown, Row and Willson have commenced their work on the tunnel in earnest. A steam engine has been erected at the top shaft near Mr. Flint's house, and the water is being drawn from the shaft at the rate of from 80 to 100 gallons per minute. The shaft will therefore soon be free from water, and blasting resumed. --

11/08/1857 Kingston Daily News Ottawa and Prescott Prescott

The Prescott Telegraph of the 5th says: - We understand that an arrangement has been come to whereby an extra rail will be laid from the Trunk line at this place to the depot of the Ottawa and Prescott Railway thus connecting with the St. Lawrence. We also understand that a steamer belonging to the Trunk Company will shortly be placed on the ferry between the depots of the Ottawa and Prescott and Ogdensburg roads.

FIRE AT OTTAWA. The Engine-house of the Ottawa and Prescott Railway, at this end of the line, was early on Sunday last consumed by fire, and a new engine and its tender almost completely destroyed. This engine had been running only a few days on the road, and it is said to have cost about £3,000. We have not heard that the cause of the fire has been satisfactorily ascertained. It is said that the watchman, whose duty it was to look after the building that was burned and its contents, was, at the time the fire broke out, either absent, or asleep. A contemporary contains some very mysterious hints, which would lead it to be supposed that the fire was the work of an incendiary, and that the watchman was guilty of some complicity therewith. - If any substantial ground exist for such a suspicion every possible exertion should be used to ferret out the truth, and to bring the criminal, or criminals, to the bar of justice. Appearances would indicate that incendiarism has been rife, during the last few months, within the limits of the city, and the interests of the community demand that the most stringent measures should be taken to deter from its repetition. It is possible after all, that the destruction of the engine-house and engine is a casualty that might have been prevented if the railroad watchman had been as attentive to his duty as he appears, by the statement of our contemporary, to have been remiss. The destruction of the engine will be a serious inconvenience as well as a pecuniary loss, to the unfortunate Railroad Company.

18/11/1857 *Montreal Gazette*

Ottawa and Prescott

Ottawa

Between Saturday night and Sunday morning last, the engine shed of the Ottawa and Prescott Railway Company, at this city, was burned to the ground. The beautiful new locomotive " Prescott," lately purchased by the Company, was in the shed at the time, and was, of course, much injured ; It is estimated that it will cost about \$1,000 to repair the damage. The shed itself was of little value. The fire was first discovered by Mr. Baskerville, the watchman at the terminus, about half a mile distant from the shed. He, of course, could not leave his post, but quickly roused some persons in the neighbourhood, who hurried to the spot. They found the shed all in flames, so that the locomotive could not be removed, but were in time to remove some cars which otherwise would have been destroyed. The watchman was found asleep in one of the cars. He immediately absconded and has since kept out of the way. Rumours are afloat that the fire was the work of an incendiary, but nothing has yet transpired to cast suspicion on any one. It appears quite possible that the culpable negligence of the watchman is alone to blame. Citizen

26/11/1857 *Brockville Recorder*

Brockville and Ottawa

We perceive in the Standard's letter inquiring why a few ballast cars and castings landed at Smiths Falls were not manufactured within the Counties furnishing the money to build the road. The writer believes the cars and castings were forwarded from St. Catharines.--