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# Ottawa, Brockville and St. Lawrence

*From Canadian Railway and Marine World/Canadian Transportation - showing date and page number*

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01-Aug-1900 Page 241

Ottawa, Brockville and St. Lawrence. The Dominion Parliament last session incorporated a railway company under this name with power to build from or near Ottawa through the counties of Carleton, Grenville and Leeds, to or near Brockville, but not to build or operate a street railway in Ottawa or Hintonburg or to build or operate a railway within one mile of the Ottawa Electric Railway at Britannia. The Co. is given powers to generate and distribute electrical power and energy and to operate a ferry across the St. Lawrence to Morristown, N.Y. Gives list of incorporators.

01-Nov-1902 Page 384

Ottawa, Brockville and St. Lawrence. Two construction syndicates are said to be in negotiation with this Co. with a view to building the line, one composed of English and the other of New York capitalists. The route proposed to be followed is from Ottawa to Richmond, thence via Merrickville and North Augusta to Brockville, about 58 miles. Surveys have been made and construction is likely to be started in the spring.

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Ottawa, Brockville and St. Lawrence. Surveys for this projected line were commenced at Ottawa in Dec., and had been completed for 25 miles by the end of the year. The line will be about 56 miles in length and will pass through rich farming country; the earthwork will be light, little or no rock excavation will be encountered. There will only be one bridge of any size required, and this will be the crossing of the Rideau river. The maximum gradient will be about ½% and the maximum curvature will be 2 degrees. The survey at present under way will pass near Manotick, and through Merivale, North Gower, Burrits Rapids and North Augusta, but alternative routes are under consideration with a view to serving Richmond, Merrickville or Bishops Falls. E.J. Walsh C.E., Ottawa has charge of the surveys. The Co. expects to begin construction early in the summer. J.C. Kelly, President, states that the line will be constructed in the most substantial manner and that the track will be laid with 110-lb steel rails. The latter part of this statement is hardly likely. (Nov., 1902, pg. 384.)

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Ottawa, Brockville and St. Lawrence Ry.

This railway company, originally incorporated in 1900, for the purpose of constructing a railway from Ottawa to Brockville, Ont., and a ferry service on the St. Lawrence River between the latter city and Morristown, N.Y., was authorized to develop electric power and to use the same for the operation of its trains, but was prohibited from operating street railway lines in Ottawa and Hintonburg, Ont. A route was surveyed, and negotiations with the municipalities through which the line passed were carried on for some time, but the company has not yet reached the construction stage. The application at the current session of the Dominion Parliament for an act extending the time for construction for a further period of two years has resulted in considerable discussion both in the House of Commons and the Senate. The House of Commons inserted an amendment protecting the rights of municipalities operating lighting or power plants, and this amendment the Senate struck out. The House of Commons has reinserted its amendment.

In connection with the revival of this project a press report states that plans have been prepared for an electric railway from Ottawa to Morrisburg, Ont., passing through Carleton, Russell and Dundas counties; thence along the river front to Brockville, Iroquois, Cardinal and Prescott; thence northerly through Leeds, Lyn and Athens, Perth, Lanark and Renfrew, back to Ottawa, a circuit of about 200 miles. There are charters in existence covering several portions of the route named. (Mar., pg- 183).

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Ottawa Brockville & St. Lawrence. Replying to a deputation asking the government to grant a subsidy towards the construction of this projected railway from Ottawa to Brockville, the Minister of Railways said that if a subsidy were granted, his idea was that it should be to any company that would construct the line. There had been too much subsidizing and bonusing of companies without any construction being done, but rather charters were peddled about. His idea was that this line should be an electric one, but he recognized that such would have its disadvantages in the winter. Careful attention would have to be given to this matter when the subsidy vote was under consideration. The line as projected would have to be 56 miles long and pass through Manotick, Burrit's Rapids, North Augusta, Merrickville and Algonquin.