

Local Railway Items from Area Papers - Kingston, Smiths Falls and Ottawa Railway

14/05/1889 Athens Reporter

Kingston, Smiths Falls and Ottawa

Kingston & Smiths Falls Rwy via Lyndhurst, Athens, Etc

In conversation with a prominent resident of the township of Kitley yesterday, we were informed that a strong feeling exists there in favor of offering a bonus to the Kingston and Smiths Falls railroad, providing the company could be induced to run the line via Lyndhurst, Athens, Frankville and Toledo, to Smiths Falls. If the bonus by-law in Bastard and Burgess should be declared not carried by the courts, it would tend to further the new project very materially. Mr. Hervey, manager of the B&W is strongly in favor of the scheme, and for a reasonable consideration would grant the K&SF running powers over his line from Lyndhurst Crossing to Athens. The township of Kitley we are told on good authority, would be willing to bonus the road to the extent of \$25,000 and we believe it would be profitable for this municipality to give a bonus of \$5,000 to help build the road from Athens to the town line of Kitley.

We have travelled over every mile of country which would be traversed by either of the proposed routes from Seeley's Bay, and have no hesitation in saying that the line via Athens, Frankville, Toledo and New bliss could be built much cheaper than that by way of Delta and Portland; and when the line via Morton, Elgin, Singleton's Corners, Portland, etc, is taken into comparison, we believe the Athens route possesses the advantage of being one-third less expensive to build over. We believe that if a strong deputation were sent to Kingston, the promoters of the K&SF line could be induced to change the route as proposed. As to the benefit to this town which would result from such a change, there can be no two opinions. With two lines of railway crossing here, the prosperity of the town would be assured; and the township of Kitley could well afford to give \$20,000 or 25,000 in aid of a road running through the municipality as proposed.

To put the matter in a nutshell: By taking the route via Morton, Elgin and Portland, the road would only get \$10,000 in bonuses. The route by way of Delta would carry a bonus of \$15,000 while the Athens line would be some three miles shorter and would be bonused to the extent of \$25,000 or \$30,000. Besides this, it would run through a section of the country better adapted for railway building than either of the other routes. Last but certainly not least in the eyes of the corporation owning the road, the traffic would be fully 25% greater by the Athens route than by either of the others. With these facts before them we cannot see why the promoters of the road could not be induced to take the matter into serious consideration. Those in Kitley and Rear Yonge and Escott who favor this move should lose no time in pressing their views upon the promoters of the line. We throw the columns of the Reporter open for the discussion of the pros and cons of this matter.

07/02/1890 Renfrew Mercury

Kingston, Smiths Falls and Ottawa

The Kingston and Smiths Falls Railway will go ahead. The capital is almost secured. A grant of \$3,200 per mile, for the full distance, will be asked from Parliament.

28/03/1890 Renfrew Mercury

Kingston, Smiths Falls and Ottawa

The stock of the Kingston, Smiths Falls and Ottawa railway has been subscribed by a syndicate formed by Mr. Drummond, of Montrealm and a meeting of shareholders has been called for the election of officers.

02/09/1892 Renfrew Mercury

Kingston, Smiths Falls and Ottawa

The principal residents of Richmond village at the call of Reeve Hugh O'Reilly and Mr. Henry McElroy, met last week to confer with Mr. Drummond, a capitalist from Montreal and Mr. Gildersleeve, president of the Kingston & Pembroke railway, with reference to granting a bonus in aid of the construction of the Kingston, Smiths Falls and Ottawa railway. After some discussion it was decided to call a mass meeting of the ratepayers on Tuesday night, the 30th inst., and further talk the magtter over.

30/09/1892 Renfrew Mercury

Kingston, Smiths Falls and Ottawa Ottawa

Account of a meeting of the Ottawa Board of Trade. Board decided to recommend the scheme to City Council.

22/10/1892 Ottawa Journal

Kingston, Smiths Falls and Ottawa

A North Gower delegation.

A delegation comprising Reeve Craig, George Craig and E. Kidd of North Gower was present at the meeting to lay before the board the advisability of using its influence to get the Kingston, Smith's Falls & Ottawa railway to pass through that township instead of by way of Richmond. All three addressed the meeting setting forth the claims of the township of North Gower for a railway to pass through it, and pointing to the inconvenience of carting the produce of the farm to Osgoode station on the St. Lawrence & Ottawa Railway. So much was this felt that this fall the farmers were sending shipments by the canal to Montreal, thus bringing that city into competition with Ottawa for the trade of the township.

Senator Clemow and Commissioner Pratt spoke in favour of North Gower, but at the same time they did not see that the board could do anything until after both routes were surveyed, more especially a resolution was already passed by the board asking the city council to grant a bonus to the road without any references to routes.

A resolution was passed asking the Kingston & Smith's Falls railway to take into consideration the route referred to by the delegates before siding definitely on any other.

Ottawa and Kingston

The case of the delegates from the K.,S.F. and O. Ry

Reasons presented why Ottawa should bonus the proposed road giving direct railway communication between the Capital and Kingston.

The memorandum which the visiting Railway delegates submitted to the city council last night and to which is referred to in another column showed that the Kingston, Smiths Falls and Ottawa Railway is being constructed as an independent road and does not receive financial aid in any way from the Grand Trunk Railway, but the intention is to have a close ally of that road which shall run its western passenger trains directly over it in to Ottawa and give through passenger fares and freight rates to and from the west. Originally the road was intended as a local line between Kingston and Smith Falls and the following subsidies were given to it:

Dominion government .. \$179,200

City of Kingston .. 150,000

Smith's Falls .. 25,000

Municipalities between these .. 29,000

Total \$383,000

The present position of the road.

It was, however, found that it could not be floated except as a through route to Ottawa, and the project was for some months stationary owing to the failure of Barring Bros. and the impossibility to float a new venture of this kind. The directors have now been advised to place the bonus on the market, but only on the express condition that the subsidies to the road will be sufficient to purchase the government annuity which parliament has this year sanctioned for the road. The present subsidies are barely sufficient to finance the undertaking from Kingston to Smiths Falls. If the road then is to be built at all it can only be by the city of Ottawa and the municipalities between Ottawa and Smith's Falls coming forward in as free-handed liberal spirit as Kingston, Smith Falls and the municipality between these points have done.

The country through which the road passes.

The memorandum goes on to show that to the proposed road will pass through a settled country, including between Kingston and Ottawa eleven villages which have already from 200 to 700 people each, and at six of the villages there is good water power waiting further development. There is a magnificent country surrounding these villages. In addition to this there is said to be a local population along the route between Kingston and Ottawa, excluding these two cities, of about 50,000 people. Mixed farming is engaged between Ottawa and Smith's Falls, while between the latter place and Kingston the raising of cattle and dairy products from the principal business. Superintendent White of the G. T. examined the country between Ottawa and Smiths Falls last year and he reports it to be the nearest approach to England of any place that he ever visited. The largest share of this trade would necessarily fall to Ottawa.

The GTR to reach the city.

"Another result of the opening of this road," says the memorandum, "will be that the Grand Trunk will obtain an entrance to the city of Ottawa from the west. And what benefits will this afford? Every leading merchant in the city who deals in western Ontario knows the effect of the CPR controlling the entrance to the city from the west though that city does not reach one third of the Ontario cities and towns" The proposal the document continues, is to run fast passenger trains through between Toronto and Ottawa without change, and freight will have similar advantages. This new road would promote trade between Western Ontario and Central Ontario, which at present cannot be done. The, G.T.R., for instance, has 2,620 miles in its system in Ontario west of Kingston, ramifying into every part of the province there and directly reaching by its own lines in 40 cities and towns of over 3,000 population each and 42 more towns of over 1,500 each and the most of them only reached by the GTR.

Tourist travel.

Continuing, the memorandum points to the increase of tourist travel which the road would bring to Ottawa. "The hotels," it says, "would be as well filled with tourists in the summer, as politicians in the winter and spring." At the Thousand Islands during three months of the summer it was estimated that there were over 30,000 who stayed at the hotels and cottages. It is believed that the most attractive tourist route can be established between Montreal and Thousand Islands and the west by way of Ottawa, the Rideau Lakes and Kingston.

An Air Line.

As to business men the route will shorten the distance between Ottawa and Kingston by 36 miles and between Ottawa and Toronto by 8 miles. The road will also open up a new route for the Ottawa lumber trade not only to Oswego and Central New York State but to Kingston, Napanee, Deseronto, etc. The construction of the road will involve an expenditure of about \$1,750,000 of which about \$750,000 must find its way at once into the pockets of the Ottawa people for lumber and supplies of every kind it will make Ottawa terminus of a very important division, with all its accompaniments. In conclusion, the document says that the subsidy which Ottawa may give will find its way back to the people in cash many times over before the trains commenced to run.

28/04/1893 *Ottawa Citizen* *Kingston, Smiths Falls and Ottawa* *Kemptville*

A meeting was held at the Hotel Garland here Friday last, says the Kemptville Advance, in the interest of the proposed Kingston, Smiths Falls and Ottawa Railway. More.

12/01/1894 *Renfrew Mercury* *Kingston, Smiths Falls and Ottawa*

C.F. Gildersleeve, promoter of the Kingston and Smiths Falls railroad, says that more bonus by laws will be passed this winter, and the Dominion Government will be asked for assistance to build the road through Carleton county. In the meantime surveyors are locating the line and men are engaged getting land in shape for the track.

30/03/1894 *Renfrew Mercury* *Kingston, Smiths Falls and Ottawa*

The by-law to grant a bonus of \$7,500 to the Kingston, Smiths Falls and Ottawa R.R. was carried in the township of Bastard and South Burgess by a majority of 129.

04/04/1894 *Ottawa Journal* *Kingston, Smiths Falls and Ottawa*

Mr. C.F. Gildersleeve, president of the Kingston, Smiths Falls and Ottawa Railway is at the Russell. In conversation with the Journal today he said that two municipalities had lately voted bonuses on the line and the Dominion government would be asked at this session to pay over the bonuses in accordance with a promise made last year to do so, as the municipalities voted bonuses to the line. He states that the construction work, which was begun at Kingston last summer has been continued through the winter but the heavy rock cuts prevented the work progressing with any degree of rapidity. The line would, he said be pushed on to Ottawa with all possible speed.

22/11/1894 Rideau Record

Kingston, Smiths Falls and Ottawa

A despatch from Kingston to the Ottawa Free Press of Monday says:

Hopless will be any agitation to substitute electricity as the power for the proposed Kingston & Smith's Falls Railway, instead of steam. If an attempt is made to cause such a change there will be much opposition, and it will be defeated. Roundhouses and headquarters for the road must be in Kingston, and any other bargain will not be listened to, even if there is the possibility that the road will never be built.

19/04/1895 Renfrew Mercury

Kingston, Smiths Falls and Ottawa

The Kingston News of April 6th says:- C.F. Gildersleeve, one of the promoters of the Kingston, Smiths Falls & Ottawa railway, says it is likely that Mr. Drummond, now in London, England, will be able to float the bonds of the road to the satisfaction of the directors. The Grand Trunk Railway Company has entered into an agreement with the Kingston, Smiths Falls & Ottawa Railway company, which will give confidence to English capitalists who will take up the bonds. In about two months it will be known whether the new road will be completed or not.

14/06/1895 Ottawa Journal

Kingston, Smiths Falls and Ottawa

The right of way for the Kingston, Smiths Falls and Ottawa railway is being surveyed.

07/09/1895 Ottawa Citizen

Kingston, Smiths Falls and Ottawa

The Kingston Whig says that the location survey of the Kingston, Smiths Falls and Ottawa Ry., under the superintendence of Hamilton Lindsay, has been completed as far as Smiths Falls. It is expected that the work of construction will be commenced next spring.

04/10/1895 Renfrew Mercury

Kingston, Smiths Falls and Ottawa

C.F. Gildersleeve, of Kingston, general manager of the R. & O.N. Co., and one of the leading promoters of the Kingston, Smiths Falls and Ottawa Railway states that everything is being gotten into preparation this fall for the pushing forward of the Kingston, Smiths Falls and Ottawa Railway next spring. The line is now surveyed into Smiths Falls, and in the spring the building of the line will begin in earnest. If possible, the road between Kingston and Smiths Falls will be completed next summer and the line may be extended to Ottawa by the fall of 1897.

03/03/1896 Ottawa Free Press

Kingston, Smiths Falls and Ottawa

This morning a number of gentlemen from Kingston, and points along the route of the proposed Kingston, Smiths Falls and Ottawa Railway, arrived in town to interview the government respecting an extension of time for constructing the line.