

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

14/05/1889 *Athens Reporter*

*Kingston, Smiths Falls and Ottawa*

Kingston & Smiths Falls Rwy via Lyndhrst, 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.

**Friday** 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.

**Friday** 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 Montreal and a meeting of shareholders has been called for the election of officers.

**Friday** 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 matter over.

**Friday** 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.

**Friday** 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.

**Friday** 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.

**Friday** 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.

**Wednesday** 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.

**Friday** 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.

**Friday** 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.

**Saturday** 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.

**Friday**      **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 speing. 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.

**Tuesday**      **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.