

Kingston, Smiths Falls & Ottawa
RG12 vol 1892 file 3268-114

Files seen

RG12 vol. 1892 file 3268-114
RG 43 series A 1 vol. 845

1888 Petitions

13 April 1891 Andrew T. Drummond to Sir John A. MacDonald

Negotiations with Grand Trunk - they agreed on everything except for the guarantee of bonds but have delayed until patience is exhausted. Can you guarantee the bonds?

Same date.

The traffic potential is very low unless the line is completed throughout and without this the bonds cannot be sold.

Correspondence

Maps 78903/47

1907 draft contract with the KSF&O

8 Feb 1906 Petition

Road leased to GTR and traffic arrangements made with a view to financing the railway. Whole road was carefully gone over by engineers and after two seasons work nearly 40 miles, comprising chiefly the very difficult Laurentian gneiss ridges lying between Kingston & Smiths Falls prepared and the work of grading commenced. Then the GTR withdrew.

With the acquisition of the CAR by the GTR Ottawa has become an important point for the GTR.

23 March 1905 from Drummond

Subsidies from local municipalities amounting to \$285,000.

We now propose to construct a better class of road although it will be expensive.

GTR dropped the KSF&O when they and CP adopted a joint tariff of rates in Ontario & Quebec. The Kingston & Ottawa had been regarded by the CP as a small thorn in its side. We had commenced construction near Rideau.

6 April 1905 Petition

The places other than Smiths Falls through the line would go are Brewers Mills, Seeleys Bay, Morton, Jones Falls, Elgin, Portland, Lombardy, Richmond.

Blue print of route

Much correspondence.

2 February 1895 Memorandum

Will utilize GTR from Kingston City Station to Rideau Station whence it will skirt the Rideau Canal by way of Washburn and Brewers Creek to Seeley's Bay, from which point it will run north easterly to Morton and Elgin and eventually reach Smiths Falls by way of Portland on Rideau Lake. Here it will verge around to Merrickville, passing there under the Canadian Pacific viaduct and proceed by way of Burritts Rapids and North Gower village to Manotick and Ottawa.

Work on the construction has already been commenced.

Profiles of part.

Detailed discussions on the location. Closeness to the Rideau Canal etc.

22 January 1900 from Andrew Drummond

Construction will be undertaken by MacKenzie, Mann & Co.

Hearing for approval of the route map set down for Wed 15th May 1907 in the Minister's office. Postponed until 28 May.

4 June 1907 from J.B. Lyle, Mayor of Smiths Falls

There is no doubt whatever that the K&SF Ry will be built as it appears the GT have now taken up that charter in earnest.

3 July 1907 from Geo E. Kidd to M.J. Butler DM of Rys & Canals

It starts at or neat the City of Ottawa on the north side of the Rideau Canal and continues along the northwesterly side of the Rideau River through Nepean etc.

22 May 1908 Report on the Best Routes for the CNOR and KSF&O in the vicinity of Smiths Falls. By Smith Kerry & Chace

Recommends route no. 2 for the CNOR.

9 April 1910 Application for re-vote of subsidy.

1911 end of file

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10 April 1890 petition for subsidy from Kingston, Smiths Falls & Ottawa Railway

Municipal bonuses granted viz.

Kingston	\$150,000
Leeds Lansdowne	\$20,000
South Crosby	\$10,000
Bastard & Burgess South	\$15,000
South Elmsley	\$4,000
Smiths Falls	\$25,000
Total	\$224,000

Obtained subsidy in 1889 for the first 20 miles from Kingston towards Smiths Falls at the rate of \$3,200 per mile.

The company now declares its ability to construct the said distance between Kingston and Smiths Falls and requests that additional aid be granted during the present session.

Various other petitions.

11 May 1899 from Andrew Drummond to Minister Blair

Every effort has been made to finance the road in Great Britain, the USA and Canada but without success. Asks for a subsidy.